

ESCAPE TO AN EXOTIC ISLAND



f you are like the rest of us you might have to settle for something a little closer, like Grand Marina in Alameda. Grand Marina offers state of the art Marina Services.

We invite you to check out what Grand Marina and the beautiful island of Alameda have to offer. Be sure to reserve your spot at Grand Marina in advance by calling 510-865-1200

YOU'LL FIND:

- Heated & tiled restrooms with individual showers
- Full service Fuel Dock and Mini Mart
- Protected and Central Alameda Location
- Dockside Electrical (up to 50A 220V)
- Over 400 concrete berths 30 to 60 feet

AND MORE...

DIRECTORY of GRAND MARINA TENANTS

Alameda Prop & Machine 99
Bay Island Yachts 11
Marine Lube219
Mariner Boat Yard55
Pacific Coast Canvas 91
Pacific Yachts Imports 20



510-865-1200

Leasing Office Open Daily 2099 Grand Street, Alameda, CA 94501 www.grandmarina.com

Play Your Cards Right!

We will be closed from through January 4 2004.

Mew Year!



Last season brought successes in spades to Pineapple powered boats. Racers and cruisers alike found that dealing with Pineapple Sails brings results: sails that perform and endure.

This season offers new opportunities for mastering the many techniques of sailing. New Pineapple sails and the advice and service that go with them stack the deck in your favor.

Don't gamble. Give us a call today.

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear and Headfoil 2

Sails in need of repair may be dropped off at: West Marine in Oakland, Richmond or Alameda; BoatUS in Oakland or Svendsen's in Alameda.



PINEAPPLE SAILS

*Powered by Pineapples

Phone (510) 522-2200
Fax (510) 522-7700
www.pineapplesails.com
2526 Blanding Ave., Alameda, California 94501

This year...Make some

1. I will stop procrastinating and ...



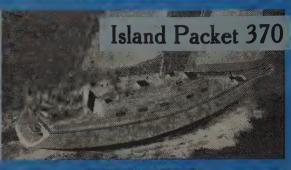




Now taking orders for June 2004

Check out the new boat models at Passage Yachts

Make sure I place my order now to secure delivery before the summer on the boat of my dreams







European deliveries available

2. I will spend quality time with my family . . .

Thinking of some family cruises down the coast...around the world? Some racing around the buoys?

Or a summer in the Delta? We have a boat for every dream.













resolutions you'll want to keep

3. I will spend my boat dollars wisely ...

There's a reason that no matter which waters of the world you're sailing in you'll see a Beneteau, Island Packet, Wauquiez or Dehler yacht. *Why?*

Because they are leaders in the sailing industry for:

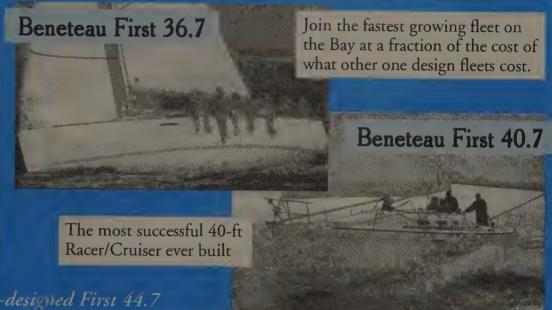
- Engineering quality yachts through the use of leading edge technology and design excellence.
- Delivering products that fulfill their promises as ultimate blue water cruisers, world class racers, and luxurious liveaboards.
- Securing the highest resale values for owners.
- Longest industry warranties and highest customer satisfaction.

And Passage Yachts has some plans to help you save and spend wisely.

- Charter Placement opportunities on the Bay and in Santa Cruz
- Special savings on Dealer Demos
- Low interest rates
- Introductory specials on NEW 2004 MODELS
- Equipment packages to help you save money

4. I will get some exercise ...

Get plenty of
exercise with the
sport of sailing AND
you don't have to be
an Olympian to
compete.
Excellent One Design
Packages Available.



Call about the new Farr-designed First 44.7

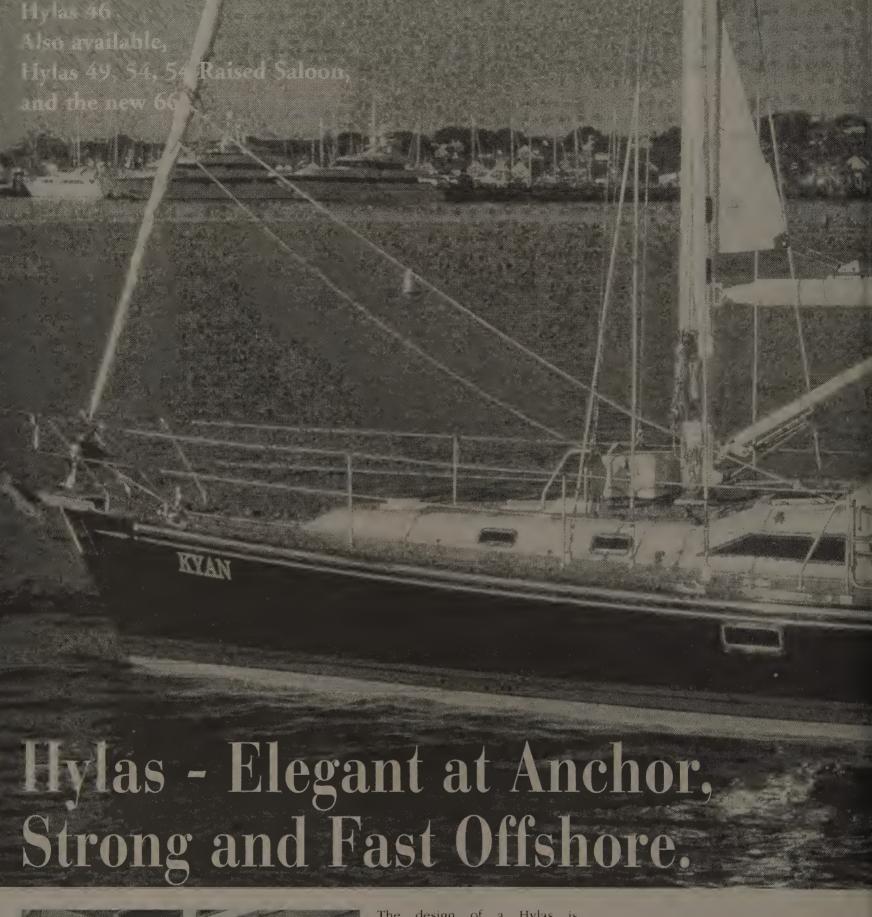
5. I will start living my dream . . .





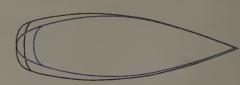
(510) 236-2633

1220 Brickyard Cove Rd. Pt. Richmond, CA 94801 www.passageyachts.com sales @passageyachts.com





The design of a Hylas is exceeded only by the strength of our development program. Leading-edge thinking inspired by modern offshore racing designs can be found throughout our line. In the 46 pictured



A Hylas offers beautier aft sections than most other yachts (blue).

above, a plumb bow and beamy aft sections deliver swiftness, power and stability, while maximizing space down below. There is more than ample room

Page 6 · Latitude 38 · January, 2004





for a luxurious owner's suite aft, beautifully finished in hand-chosen woods. Offshore comfort is further enhanced by the way we build our hulls. We invite your closer inspection of the Frers-designed Hylas 54 and 46. You'll find that no other yachts compete. On the water. Or on the drawing board.

Hylas

Hylas Yachts, P.O. Box 583, Marblehead, MA 01945

1-800-875-5114

Web: www.hylasyachtsusa.com Email: sales@hylasoffshoreyachts.com

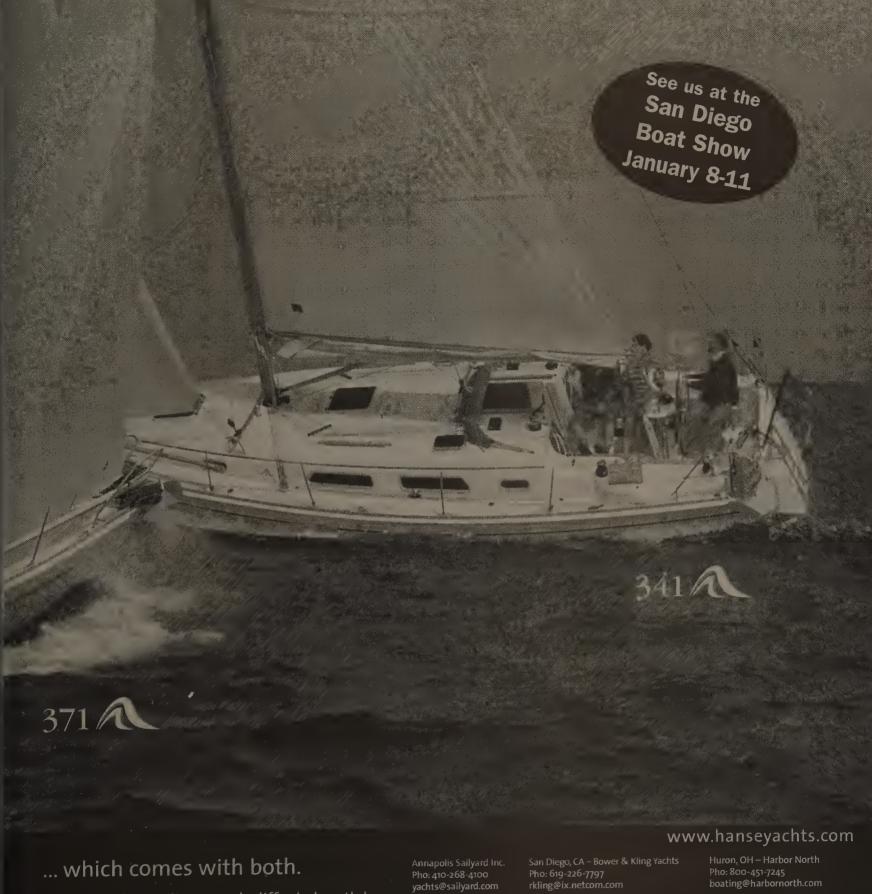
Built By Queen Long Marine Co. Ltd.

January, 2004 · Latitude 38 · Page 7



To filley T. Con

HANSE yachts are designed by judel/vrol/jk & co (Partner Rolf Vrolijk is principal designer of the "Alinghi").



These two fine sailing vessels differ in length by just under one metre. The HANSE 341 and HANSE 371 will win the heart of every yachtsman with their fascinating sailing features and roomy interior design.

With keel sword or short-keel yachts for nearshore sailing and long-keel yachts for offshore sailing, HANSE continues to live up to its name. Come aboard and experience for yourself the time-honoured quality of a HANSE. Whether short or long – it has to be a HANSE.

Visit our website or contact us directly at a HANSE partner near you.

St. Petersburg, FL -- Saliboats Florida Pho: 727-553-9551 sales@sailboatsflorida.com

Toronto, Champion Yachts of Toronto Inc Pho: 905-891-0999 freedomsales@look.ca Milford, CT – W. J. Kolkmeyer Yachts Pho: 203-878-6373 sales@wmjkolmeyeryachts.com

Vancouver, BC – Freedom Marine Pho: 604-609-0985 freedomsales@look.ca

The Quality People in Yachting



Oceanfast Yachts, Inc.

FORMERLY O'NEILL YACHT CENTER













BROKERAGE SAIL/POWER













MORE BROKERAGE

SAIL 12,500 27' SANTA CRUZ 12,500 30' CAL 3-30, '74 17,500 30' CATALINA, '79 26,500 30' ERICSON 30+, '82 28,900 31' DUFOUR, '83 29,500	POWER 22' BOSTON WHALER, '80 . 18,900 24' ANGLER, '01
32' CATALINA 320, '99 93,500	73' CUSTOM CAT, '95 Inquire

2222 East Cliff Drive, Santa Cruz, CA 95062 (831) 476-5202 Fax (831) 476-5238

www.oceanfastyachts.com

CHARTERS · CONSULTANTS

CONTENTS

12
32
42
98
104
124
130
136
142
148
152
158
162
166
170
182
190
210
221
226

Cover: Reefed down for stormy winter winds? Not exoctly, we took this mellow shot in the foll, but thought it still rated a cover.

Photo: Lotitude/JR

Copyright 2004 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of storles, onecdotes, photographs – onything but poems, please; we gotto drow the line somewhere. Articles with the best chance of publication must 1) pertain to a West where. Articles with the best chance of publication must 1) perfain to a West Coost or universal soiling audience, 2) be accompanied by a variety of perfinent, in-focus digital images (preferable) or color or block and white prints with identification of all boots, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negotives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snoil mail submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see Information, request writers' guidelines from the above address or see www.latitude38.com/writers.htm.

GRAND MARINA Alameda, CA

YACHTWORLD:com

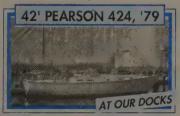
2099 Grand Street, Alameda, CA 94501 Fax: (510) 814-8765



Quality canstruction, superior finish, gaad sea manners, and great perfarmance under sail. \$229,000.



Mativated aut of state owners want affers. Came take a loak. \$199,000.



In great shape with all new canvas including dadger. \$94,900.



\$20,000+ in recent upgrades including new aluminum spars and standing rigging. \$69,500.



1990 ~ \$338,000

\$14,900 \$32,900 \$55,000 \$37,500 28' NEWPORT, '81 32' PEARSON 323, '77 32' VALIANT, '77 32' VALIANT, '77 33' ENDEAVOUR, '83

Bay Island YACHTS



Largest selection of pre-owned sailing yachts in one location. Come check us out!



Lavranas-designed perfarmance cruising catamaran. She has all the tays and is ready ta ga naw. \$285,000.



Three-stateraam versian. Clean with law haurs an Yanmar diesel. New dadger. \$89,500.

45' LEOPARD, '98



Clean perfarmance cruiser. She has recent LPU hull paint and new raller furling. \$79,000



Capable warld cruiser ar liveabaard. New aluminum spars and standing rigging. 4 stateraam madel. \$125,000.

SIMPSON BAY St. Maarten, N.A.



(510) 814-0400

www.bayislandyachts.com yachtsales@bayislandyachts.com



Malakai interiar with law haurs an a 71hp Westerbeke diesel. Priced to sell at \$179,000.



Recent refit includes new sails, rigging & electronics. Just back fram Hawaii, ready ta ga again. \$55,000.



Traditianal full keel center cackpit ketch. New sails and ready ta ga. \$125,000.



Only 200 haurs an this like-new Hunter 336. Mare baat than most 36-faoters. \$68,500.

45' CABO RICO, '01

\$329,000

\$625,000

ALAMEDA BROKERAGE

A FEW OF OUR 100+ LISTINGS IN ST. MAARTEN

	Troi trait coo, i o immini	400,000		NORTH AMERICAN, '78 \$65,000 PERRY SLOOP, '80 \$79,000
37'	TAYANA, '77	\$69,500	41'	HANS CHRISTIAN, '85 \$179,000
		\$60,000	421	PEARSON 424, '79 \$94,500
39'	BENETEAU OCEANIS 390, 193.	\$89,500	43'	YOUNG SUN, '82 \$69,50



\$179,000

451	HARDIN CC, '82	\$125,000
	ADMIRAL CÁTAMARAN, '96	
	VAGABOND, '86	
	STEVENS CUTTER, '86	
		, ,

BOAT LOANS

from
Trident Funding

"a fresh approach from people you can trust"

In Northern California call JOAN BURLEIGH (800) 690-7770

In Southern California call
JEFF LONG
MARGE BROOKSHIRE
(888) 883-8634

In San Diego JONI GEIS (619) 255-5666

www.tridentfunding.com

SUBSCRIPTIONS

- □ Enclosed is \$26.00 for one year

 Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class, so you must make address change with us in writing.)
- ☐ Third Class Renewal (current subs. only!)
- ☐ Enclosed is \$50.00 for one year
 First Class Postage (Delivery Time 2 to 3 days)
 (Canada & Mexico: First Class Only)
- ☐ First Class Renewal (current subs. only!)
- ☐ Gift Subscription Gift Card to read from:

We regret that we cannot accept foreign subscriptions.

Check, money order, or credit card info. must accompany subscription request.

Please allow 4-6 wks to process changes/additions plus delivery time.

Name			
Address			
City		Si	tate Zip
CREDIT CARD	MASTERCARD	□ VISA	☐ AMERICAN EXPRESS
Min. Charge \$20	Number:	Exp. Date; _	

INDIVIDUAL ISSUE ORDERS

Current issue = \$5.00 • With classy ad placed = \$4.00 Back Issues = \$7.00 (must indicate *exact* issue by month or vol. #)

DISTRIBUTION

- □ We have a marine-oriented business/yacht club in California which will distribute copies of Latitude 38. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)
- Please send me further information for distribution outside California

Business Name	Type of Business	Type of Business		
Address	,	····		
City	State Zip			
County	Phone Number			

Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor Richard Spindler richard@latitude38.com ext. 111 Managing Editor John Riise johnr@latitude38.com ext. 110 Senior Editor Rob Moore rob@latitude38.com ext. 109 Senior Editor Andy Turpin andy@latitude38.com ext. 112 Contributing Editor Paul Kamen
General Manager Colleen Levine colleen@latitude38.com ext. 102
Production Christine Weaver chris@latitude38.com ext. 103 Production Annie Bates-Winship annie@latitude38.com ext. 106 Production Mary Briggs class@latitude38.com ext. 104
Advertising Mitch Perkins mitch@latitude38.com ext. 107 Advertising john@latitude38.com ext. 108
Bookkeeping Helen Nichols helen@latitude38.com ext. 101
Directions to our office ext. 212 Classifieds ext. 21 Subscriptions ext. 24 Distribution distribution@latitude38.com ext. 25 Editorial editorial@latitude38.com ext. 26 Other email

15 Locust Avenue, Mill Valley, CA 94941 • (415) 383-8200 Fax: (415) 383-5816

Please address all correspondence by person or department name

Happy New Year!

End of Year Clearance! Save on Remaining 2003 Models!



Your Chance to Save \$19,500!

Move Up to This Stunning, High-Quality, Bluewater Cruiser! Accommodates 7 in total luxury! Yanmar diesel, cherry wood interior, elegant blue hull, tapered mast, stereo CD, 3-blade prop, Heart inverter, electric windlass, Harken roller furling, North full-batten main, North furling genoa w/foam luff, electric halyard winch, covers, more!

Also: 2004 Sabre 38 on order for Spring delivery!



1991 Taswell 43 ... \$269k
This gorgeous boat shows very well
and is nicely equipped with updated,
top-of-the-line equipment!



2001 Moody 54 ... \$795k Immaculate condition! 2 masters, 125hp turbo diesel, radar, chart, A.P., A/C, generator, cutter rig, loaded!



2001 Beneteau 44 ... \$259k Elegant center cockpit ... just traded in! 3 cabins, teak decks, dodger, autopilot, radar/plotter, bowthruster, more!



2000 Catalina 380 ... \$149,500 Very clean, well-equipped and priced to sell fast! 42hp diesel, A.P., radar, plotter, genset, windlass, furling, many extras!



Please ask to be transferred to the store near you.

CALL TOLL FREE (888) 325-4353

BAY AREA 1070 Marina Village Pkwy. #102

> **SAN DIEGO** 1880 Harbor Island Drive

NEWPORT BEACH 1700 West Coast Highway

MARINA DEL REY 13555 Fiji Way

OXNARD 3141 S. Victoria Ave.

BROKERAGE & TRADES

_				
2	5'	1996	Catalina 250	\$16,500
2	6'	2000	MacGregor 26	\$21,900
2	8'	1996	Hunter 280	\$42,000
2	9'	1978	Ericson	\$19,700
3	2'	1998	Catalina 320	\$85,000
3	4'	1999	Hunter 340	\$92,950
3	6'	2000	Beneteau 361	\$124,900
3	6'	1998	Jeanneau 362	\$99,500
3	6'	1986	Spencer	\$68,700
3	7'	1996	Hunter 376	\$108,900
3	8'	1999	Hunter 380	\$127,500
3	9'	2003	Beneteau 393	\$168,500
4	0'	1983	Passport	\$139,000
4	2'-	1997	Catalina 42	\$169,900
4	3'	2001	DuFour Trade	\$165,000
4	5'	2000	Jeanneau 45.2	\$249,000
4	6'	2000	Hunter 460	\$219,990
4	8'	1979	Mariner 48	\$139,500
5	4'	1979	CT 54	. \$215,000

WWW.HSYACHT.COM

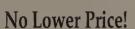
LEARN TO SAIL

With the Most Experienced Sailing School on the Bay at the Lowest Price!

Tradewinds Sailing School has been serving and teaching sailors in the Bay Area for more than 40 years. This unequaled track record of success is the result of offering superior value and unrivaled instruction.

No Higher Quality Instruction Anywhere!

Tradewinds has graduated thousands of qualified sailors with its high caliber instruction program. Certified by ASA, the Tradewinds instruction program provides the best instruction available anywhere. Our students can be found sailing the Bay everyday and cruising exotic ports around the world.



Guaranteed. For more than 40 years, Tradewinds has focused on value! We love sailing and want to share it with as many people as possible. It's this dedication and passion that gives us the commitment to do more for you for less. We're not trying to sell you the most expensive program on the Bay or a fancy clubhouse, just a simple, easy, inexpensive way to get out and enjoy sailing's magic. No-

body else offers a three-class package of Basic Keelboat, Coastal Cruising and Bareboat – 80 hours of instruction – all for as little as \$995!*





From 22-ft to 40-ft, Tradewinds has a boat to fit your crew and your budget!

Plenty of Classes to Choose From

We teach classes all year long, seven days a week. With nearly two dozen instructors on staff, we're sure to be able to accommodate your time schedule. And, since most classes have only four students, you get plenty of time at every position and for learning every skill, along with great personal instruction and feedback. Give us a call and tell us what works best for you!

Learn the Basics plus a Whole Lot More

In addition to Basic Keelboat, Basic Coastal Cruising and Bareboat Chartering, we offer classes in: Advanced Coastal Cruising; both home-

study and instructor-led Navigation Courses; Celestial Navigation; and specialty courses like introduction to Sailing and Heavy Weather Sailing. For even more practical experience and skill enhancement, we offer sailing trips up and down California's coast, and in exotic locations around the world.



Family Style Operation

Tradewinds offers a congenial atmosphere where you'll make friends and enjoy yourself. We have sailing events on the Bay and worldwide sailing vacations. "They made me feel like one of the family," said Robert McKeague.



*CALL ABOUT OUR LEARN WITH A FRIEND SPECIAL!



SAIL WITH THE BEST FOR LESS

1-800-321-TWSC

(510) 232-7999 • Brickyard Cove • www.TradewindsSailing.com



Sailing Vacations

Leeward Islands, Caribbean - March 18-26 Winter Escape in the Warm Caribbean



You'll be ready for this after suffering through the winter. We'll sail big 46-foot luxury catamarans around St. Martin/St. Maarten, the half-French half-Dutch is-

land paradise in the Netherlands Antilles, visit British Anguilla and its dazzling beaches and ancient sunken ships, and much more. Price, **including airfare**, transfers and yachts, is just \$2095 per person. Get the details on our website and call today to reserve your spot. Hurry, only a few spots left!

Greek Islands – September 23-October 8 *An Epic Adventure*

Our 2-week, one-way charter will sail from Corfu, visiting islands throughout the Ionian and Aegean Seas, including Levkas, Cephalonia, Ithaca, Aegina, Poros, Hydra and more, and will transit the amazing Corinth Canal. There's lots more detail on our website, but this fantastic trip, including airfare to Corfu and back from Athens, transfers, yachts, a hotel in Corfu, and a hotel and tour in Athens, costs just \$2895 per person. Space is limited, and it's filling up fast, so call today and reserve your spot!

Catalina, Coastal Cruising and New Weekend Trips Including Bodega Bay, Moss Landing, Half Moon Bay and a Marathon 7-Bridges Tour, all on our 65-foot ULDB sled. These trips sell out fast, so check the details on our website and call today!

NEW YEAR'S SPECIAL

Complete 3-Class Package...For Just \$995* (Reg. \$1635)

Basic Keelboat: \$445 • 3 full days of Instruction

Basic Coastal Cruising: \$545 • 3 full days of Instruction

Bareboat Chartering: \$645 • 2 full days and overnight

*5995 per person (min. of two people)
Come alone and still save...\$1,195 single

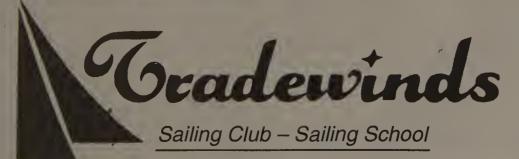
TRADEWINDS SAILING CLUB The Best Deal on the Bay

Enjoy unlimited sailing for less than the cost of renting a slip!

Plan I Daily R	ate	Plan II Monthly Rate*
O'Day 22 Capri 23 (3) Hunter 23 (4) Newport 24 (2) Catalina 25 (2)	\$70 \$70 \$70 \$100 \$100	Unlimited use of all these boats \$109/mo
Catalina 27 Ericson 27 (4) Newport 28 O'Day 28 Hunter 28.5 Cal 29 Lancer 30	\$150 \$150 \$150 \$150 \$160 \$160 \$160	Unlimited use of all these boats \$175/mo
Catalina 30 (4) Hunter 30 Dufour 31 Cal 31 (2) Hunter Vision 32	\$180 \$180 \$180 \$190 \$205	Unlimited use of all these boats \$215/mo
Hunter 356 Hunter 36 Islander 36 C&C 40 Catalina 38 Beneteau 42 ULDB 65	\$250 \$250 \$250 \$250 \$290 \$300 \$350 Call	YES! All bareboats and skippered boats available to non-members

* per month based on a 12 month membership

Of course there are a few details and restrictions, but it's really pretty simple. There are even discounts on weekday usage! Give us a call to learn more – we're here every day, and we're nice people, too.



(800) 321-TWSC • (510) 232-7999 • www.TradewindsSailing.com

COMMITTED TO EXCELLENCE AND VALUE









Celestial 44 Ketch, 1984 Center cockpit, clean. Asking \$109,000.



32' Hunter 320, 2001 Twin stateroom. Practically new. Great value at \$79,950.



Tartan 37, 1982 S&S design, many recent upgrades, great condition. Asking \$75,000.



30' Custom Schumacher, 1990 Successful, competitive, affordable, great boat. \$38,000.



Hans Christian 38 Traditional, 1979 New engine, lots of sails, recent upgrades. \$119,000.



29' Columbia 8.7, 1977 Great sailing boat, well equipped, very affordable. \$14,900.

42' Cooper Yachts Prowler M/Y, '85 \$89,000 38' Silverton 351 Convertible, '99 175,500 34' Tollycraft Aft Cabin M/Y, '85 75,000

SAIL		
44' Ta	rtan 4400, '03, deck salon	\$522,500
37' C8	kC Cruiser/Racer, "85	74,500
32°C8	C Performance Cruiser, '03	149,000

Tartan C&C Yachts of San Francisco

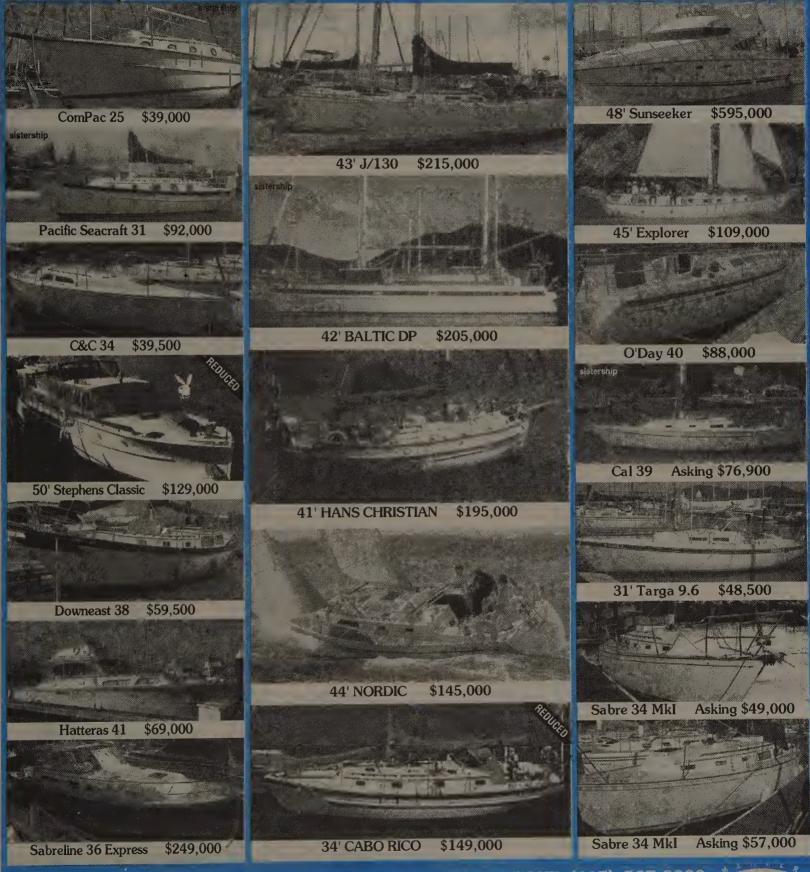
Klaus Kutz, Managing Broker • Don Wilson, Broker

939 Marina Village Pkwy., Alameda, CA 94501 • (510) 769-9400 • www.yachtworld.com/tccsf

Happy New Year! San Francisco's Yacht Broker Since 1969







10 MARINA BLVD. • SAN FRANCISCO, CA 94123 • PHONE (415) 567-8880





West Marine We make boating more fun!

Hands-On Splicing Demonstration

Thursday, January 22nd 6pm-7pm

Our Rigging Shop can supply everything from custom spliced dock and anchor lines to a complete set of running and standing rigging for your sailboat. Our experienced team of rigging experts handles:

- Custom Rope and Wire Splicing
- Swaging
- Furlers and Installation
- Custom Lifeline Fabrication
- Architectural and Industrial
- And Much More!



ALAMEDA 732 Buena Vista Ave. (510) 521-4865





West Marine We make boating more fun!

Visit Our **Oakland BARGAIN CENTER!**

Save an additional 10% OFF already low discounted prices!

(Present ad to receive additional 10% off.)

- Huge Savings on Select Clothing, Electronics, Fishing Gear and More!
- Discounts from 25% to 75% (See Store for Details)
- Limited to Stock On Hand





Open 7 Days! 10AM-5PM

OAKLAND 2200 Livingston St. (510) 532-5230

Mexico

Sail & Power

www.mazmarine.com

Your Mexico Connection



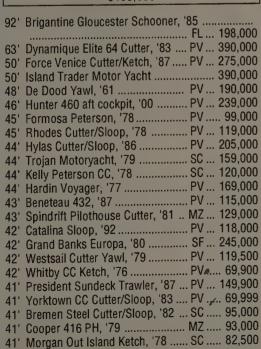
38' Bertram Sportfisher, 1976 \$195,000



50' Island Trader Motor Yacht \$390,000



44' Trojan Motoryacht, 1979 \$159,000



Centro Marino



Center

s.a. de c.v.

San Carlos Yachts

MAZATLAN

Ray Watson & Jeannette ph/fax:

011 52 (669) 916-50-15 email: Mazmarine@aol.com

PUERTO VALLARTA

Nick & Carol Rau

ph: 011 52 (322) 227-29-44 email: PVyachts@aol.com

SAN CARLOS

Charlie Bloomer & Marisa Velasco

ph:

011 52 (622) 226-0044 email: Sancarlosvachts@aol.com



41' Custom RDS Steel Cutter Sloop \$95,000

41'	Islander Freeport Ketch, '77	. MZ .	79,500
11'	Morgan Out Island 415, '76	PV .	55,000
41'	Lauren Williams Trimaran, '72	MZ .	79,000
41'	Custom RDS Steel Cutter Sloop	SC.	95,000
40'	Hunter Legend, '90	MZ .	95,000
40'	Passport Sloop, 1987	PV .	169,900
40'	Passport Sloop, 1983	PV .	122,500
39'	Beneteau Oceanis 390, '89	MZ .	89,900
39'	Ta Shing Bluewater Vagabond, '	84	
		PV .	99,900
39'	Corbin CC Cutter, '79	PV .	85,000
38'	Chris Craft 381 Catalina, '88	PV .	89,500
38'	Hans Christian Mk II, '80	PV .	110,000
38'	Bertram Sportfisher, '76	SC .	195,000
38'	C&C Mk II. '76	MZ .	38,000
38'	Yankee Sloop, '73	PV .	69,900
37'	Irwin Mk II, '80	PV .	52,500
36'	Beneteau First 36s7, '96	PV .	92,000
36'	Freedom, '86	PV.	79,900
36'	Watkins Sloop, '81	SC .	66,000
36'	Schock New York, '81	PV .	44,500
36'	Swallowcraft Scylla CC, '79	MZ .	74,900
36'	Islander Sloop, '74	PV .	19,900
36'	Columbia Sloop, '69	MZ .	25,000

Welcomes.San Carlos Yachts!

Introducing our newest partners, Charlie Bloomer and Marisa Velasco, veteran Mexico cruisers and now full-time residents of San Carlos, Sonora, Mexico.

Their office is located directly across from Hotel Marinaterra and Marina San Carlos.



44' Kelly Peterson CC Cutter \$120,000



50' Force 50 Venice Cutter/Ketch, 1987 \$275,000



41' Yorktown CC Cutter/Sloop, 1983 \$69,999

35' Sea Ray Sundancer, '87	. PV	49,900
34' Catalina Sloop, '90	. PV	58,000
34' Formosa Hans Christian, '80	. PV	63,000
33' Riviera Sportfisher, '94	. PV	. 185,000
33' Prout Quest 33CS, '85		
33' Wauquiez Gladiateur Sloop, '82 .		
32' Columbia 9.6 Sloop, '76		
32' Westsail Cutter, '75		
32' Swain Steel PH, '91		
31' Pacific Seacraft Mariah, '78		
30' Islander A Sloop, '84		
29' Ericson Sloop & Trailer, '77		
28' Dufour Sloop, '84		
28' Westsail Cutter, '79		
'28', Bertram Flybridge, '72		
27' Lancer Powersailer + trlr		
27' Balboa Cust. Sloop & Trailer, '78		
27' Morgan Sloop, '74		
26' Sea Ray Bowrider, '91	P\/	33 900
24' Sea Ray Sedan Bridge, '77 24' Yankee Dolphin, '72	SC	10,000
23' Trophy 2352 Cuddy Sportfisher,	00 'n3	10,000
23 Trophly 2552 Guddy Sporthsher,	90	`36.500
***************************************	00	50,500

Financial and titling transactions are conducted by the reputable Marine Title Co. in Seattle, WA. Tax savings on offshore sale; contact us for details.

ayana OFFSHORE SAILING YACHTS



58' TAYANA DECK SALOON Powerful and fast, this large cutter will accommodate up to four staterooms. Contemporary styling and panoramic views from the main saloon. Available in center cockpit. Sailaway \$455,000



48' TAYANA CENTER COCKPIT

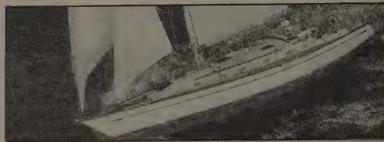
Designed by Robert Perry, this bluewater cutter offers over 1,300 sq. ft. of sail, long waterline and spacious interior. Two or three stateroom layouts. Available in center cockpit and deck saloon. Sailaway \$320,000



TAYANA 64 DECK SALOON Designed by Rob Ladd, this huge cutter will impress even the most discriminating yachtsman. With beautiful lines and a beam of 18 ft., this makes the Tayana 64 the ultimate bluewater sailer! Inquire.

NEW Special Fall Pricing

We've just returned from the yard with new, lower base prices good for fall 2003! Call now!



52' TAYANA AFT COCKPIT

Robert Perry's favorite design. Sleek looking, high performance sailing vacht. Available in aft or center cockpit. Sailaway \$350,000



2003 42' TAYANA

Robert Harris designed famous Vancouver series. Rugged offshore doubleended cruising yacht. Perfect for the double-handed cruising couple. Available in Center or Aft Cockpit. \$235,000



TAYANA 37 CUTTER World famous Robert Perry designed ocean cruising yacht. With almost 600 hull built to date, this fine passagemaker will take you anywhere. Available in cutter, ketch or pilothouse. Sailaway \$189,000



2003 TAYANA 48 DS. Leisure Furl boom, electric winch, air conditioning. Grunert refer, leather, furling, more. Reduced! \$369,000.



shore sailing equipped. R/F mast, staysail, genoa Beaut. inter w/good elect. inventory. \$165,000.



Beautiful 2 cabin layout, custom ash interior. New mast, sails, boom furling. Bristol. \$279,000.



1982 CT 38. Performance cruiser and very well equipped. Referred to as the "poor man's Swan". New LPU topsides in 2000. Mexico vet. \$89,500



1988 UNION 36 CTR. Last one made. Bristol cond/many upgrades. One owner boat. Well



1931 57' ALDEN YAWL. Cock Robin is on the market! Famous Bay sailing vessel in great cond.



1986 TAYANA 42 AFT COCKPIT Fully equipped. LeisureFurl boom furling, elect winch, full electronics, Bristol! Asking \$169,000.



1985 CATALINA 30. Dsl engine, rare electric tabernacle mast. Well equipped w/all new upholstery, flexible furler for jib, more. \$33,000.

We're at Grand Marina

2051 Grand Street #12, Alameda, CA 94501 Tel (510) 865-2541 Fax (510) 865-2369 www.yachtworld.com/pacificyachtimports

West Marine

We make boating more fun!



SAVE 25%

Pocket PowerPlier

- Lighter and sleeker than many other folding tools on the market
- · Compound Leverage and convenient one-handed opening and closing
- · Features 11 components, plus a leather pouch

Model 137351 Reg. 52.99

Get Your Captain's

• Charlie Wing. The best test-prep resource available for the USCG's captain's exams; fully updated and expanded covering the most

GET YOUR CAPTAIN'S

popular captain's ratings. 832pp.
• Includes an interactive CD-ROM for unlimited practice testing, all 9,000 possible exam questions and answers and 200 additional pages of tutorials

Model 5362058

SAVE \$50 199



Spectrum + VHF Radio

- Submersible VHF/FM marine transceiver/ 20-watt loud hailer features DSC and a MariTEL DSC telephone functions
- · Connect it to your GPS for time, date, Latitude/Longitude, Speed Over Ground (SOG), and Course Over Ground (COG)

White-Model 3304763 Reg. 299.99 Black-Model 3304789 Reg. 299.99

Uniden

Polaris VHF Radio

- Digital Selective Calling (DSC) for added safety at sea
 Waterproof to JIS-7 standards
- Can be used with the powerful WHAM wireless handheld remote microphone

Black-Model 3694726 White-Model 3694718 *See store for details.

BALLET DISCOUNTS!

STANDARD HORIZON

SAVE \$50 PLUS '40 MAIL-IN REBATE

Intrepid + VHF **Marine Transceiver**

- Unique, noise-cancelling Clear Voice speaker mic and Maritel capability
- · Complete DSC capability; accepts remote second station option (RAM mic)
- Submersible

Model 3304524 Reg. 249.99

*See store for details

SAVE 25% ON ALL WICHARD SHACKLES!



SAVE 50% ON ALL DISCONTINUED **FOUL WEATHER GEAR!**



SAVE 40% Sikaflex 291 Fast Cure **Adhesive and Sealant**

Model 174490 Reg. 16.99 **SALE 10.19** with coupon

Offer valid only with coupon. Limited to stock on hand. Offer valid January 8th through January 28th, 2004.

Sika



SPECIAL CLEARANCE SAVI

SAVE \$10 Flame Stop

Model 3734084 Reg. 24.99 **SALE 14.99** with coupon

Limited to stock on hand.
Offer valid January 1st through
January 25th, 2004.

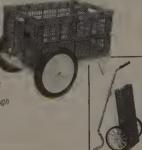
All American Safety



SAVE \$5 **Lightweight Dock Cart**

Model 412403 Reg. 54.99 **SALE 49.99** with coupon

Limited to stock on hand.
Offer valid January 8th through
January 28th, 2004 Kart Ahoy

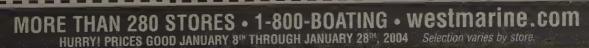


SAVE 5 Floating Telescoping **Boat Hook**

Model 289480 Reg. 22.99 **SALE 17.99** with coupon

Limited to stock on hand.
Offer valid January 8th through
January 28th, 2004

WW West Marine



Farallone Yacht Sales Extends a Special **Thank You**

to All of Our 2003Customers.

Congratulations on your new model 2003 boat! Welcome to the Farallone family!

Breckenridge Carroll/Hyrne Chesser	C-350 C-34 C-470	Martine McCullough	C-42 MkII C-35 C-400 MkII
Damiano DeHuff	C-350 C-350	McGall Miller Millet	C-310 C-42 MkII
Donkerbrook	C-400 MkII	Plasterer	C-350
Ester	C-400 MkII	Pitchford	C-34
Hartman	C-350	Reed	C-270
Helman	C-350	Rolston	OA-61
Hickerson	C-280	Schneidman	C-34
Joho	C-310	Tobey	C-350
Kaplan	C-320	Viale Zimmerman	C-34
Ladd	C-42 MkII		C-470
MacNichols	· C-42 MkII		

We would also like to thank our 55 brokerage customers in the year 2003, and we wish everyone a **Happy New Year!**

In Stock New 2004 Catalina 320



1070 Marina Village Pkwy. Suite 104, Alameda, CA 94501 T: 510.523.6730 • F: 510.523.3041

View our New Yachts Showroom and our Brokerage Listings at:

www.faralloneyachts.com

1999 Catalina 380!! Loaded with new Schaefer Furlboom, GPS/auto/ wind, immaculate w/low, low hours. \$165,000





We sell MORE boats!!! List with us to sell NOW







Along with a great place to berth your boat, San Leandro Marina offers you a wealth of recreational opportunities...

- · 27 holes of championship golf
- · A waterfront hotel
- Fine dining at 2 restaurants overlooking the water
- · 40 acres of shoreline park and picnic sites
- 300 acres of tidal wetlands on the Bay Trail
- · 2 active yacht clubs



(510) 357-7447

Imin. sminsmile/au. so. orlansel mae. io. www.

BALLENA ISLE MARINA

Open Boat Weekend • January 10 & 11

New and Used Boats Open and On Display

SPACE AVAILABLE

CRUISE IN AND SAVE **Lowest Fuel Prices** in the Bay Area Stay and enjoy our restaurant or deli!

> **Ballena Bay Yacht Brokers** (510) 865-8600

Ballena Bay Yacht Club (510) 523-2292

Bay Marine Diesel

(510) 435-8870

Bosun's Locker (510) 523-5528

Club Nautique

(800-343-SAIL

Cruising Specialists (888) 78-YACHT

Good & Plenty Deli

(510) 769-2132

Harbormaster

(510) 523-5528

Helms Yacht Sales

(510) 865-2511

Island Lighthouse Seafood Grotto

(510) 864-0222

New England Marine Title

(510) 521-4925 The Trawler School

(510) 865-8602

IANUARY CALENDAR & SPECIALS

- BALLENA ISLE MARINA Slips available 22-ft to 70-ft!
- January 10 & 11: New and used boats open and on display.
- BALLENA BAY YACHT CLUB Sanctioned racing. Prospective members and reciprocal club members welcome.
- **BALLENA BAY YACHT BROKERS** The Exclusive California dealer of Nordic Tugs, Island Gypsy and Halvorsen Gourmet Yachts Now see all the new models and many other fine yachts at our docks daily!
- CRUISING SPECIALISTS New Dufours - Hunters - Jeanneaus - Calibers - GibSeas at our docks.
- Presenting Two Courses: 'Hands-on and Underway' and 'Working Radar'. See www.trawlerschool.com.
- Corsair ~ Seawind ~ Sea Sport ~ Scimitar
- NEW ENGLAND MARINE TITLE Full registration and titling services for state, federal and foreign registered vessels.

Propane Tank Refills Available



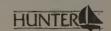
- JEANNEAU

BALLENA ISLE MARINA

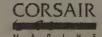
1150 Ballena Bl. #111, Alameda, CA 94501 (510) 523-5528 • 1-800-675-SLIP

www.ballenaisle.com

Home to These Fine Sailboat Lines:







And These Trawler Lines: Solo • Island Gypsy **Nordic Tugs** Mainship

BALLENA

MARINA

OPEN BOAT WEEKEND

Dinner most Saturdays, 7pm; call for details (510) 523-2292.

THE TRAWLER SCHOOL

• HELMS YACHT SALES - Now at Ballena Isle Marina with

FREE HAUL OUT* OF OF YOUR MONEY BACK!

Are you tired of gimmicks? We are too. That's why KKMI is offering absolutely the best deal you'll find on the West Coast for hauling and painting the bottom of your boat.

Here's the deal. Have us haul you boat, which we will do for FREE and then all you'll pay for is the preparation, painting and materials. In fact, ALL the materials will be sold to you at West Marine prices. And, if for some good reason you're not satisfied with the paint job, we'll give your money back. Now how simple can this be?

Give KKMI a call today because while this is truly a great deal, it will not last forever.

What are you waiting for, New Years?

*Free Haul Out for vessels 60' or less. You must haul your boat before January 30, 2004.



(510) 235-5564 · Visit us at www.kkmi.com

(619) 224-2349 • Fax (619) 224-4692



2330 Shelter Island Dr. # 207 San Diego, CA 92106 yachtfinders@earthlink.net www. yachtfinders.biz



55' PETERSON, '82 \$150,000
She offers exceptional performance and cruise-friendly accommodations – now at a reduced pricel



40' HUNTER LEGEND, '85 \$76,000 Great liveaboard that will provide you creature comforts along with sailing performance.



36' CATALINA MKII, '97 \$96,900 Perennially popular design. Keep *Pacific Island Time* in charter to help pay expenses.



50' MIKELSON CUTTER, 87 \$279,000 The purchase of this beautifully-kept vessel includes a prospering charter business with an active Web site.



37' PASSPORT, '88 \$129,900
Comfort and sailing pleasure assured with large galley, reverse-cycle air/heat and roller furling headsail.



28' BRISTOL CHANNEL CUTTER, '77 \$69,000 Completed in 1981, Mandy is likely the best 28-ft cruising boat for two on the West Coast.



To a sailor, the Liberty means freedom to enjoy high performance, comfort andsafety without restraint. The Liberty 458 was designed and built with gracefullines, unsurpassed structural integrity and exceptional directional stability. Her interior provides an impressive amount of space for living, lounging, dining and sleeping. With unbelievable storage, *Chariss* makes a great liveaboard and offshore cruiser.



The Antigua 44 was laid up using the molds of the CSY. Her aft cabin is accessible frominside through a standing headroompass-through providing space for the galley and a proper chart table and a workshop. Known for being overbuilt, these boats remain the most soughtafter, solidly-built center cockpits. With her bow thruster, generator and marvelous galley, Una Mas is configured for comfortable cruising.

FOR COMPLETE DETAILS AND PHOTOGRAPHS OF ALL OUR LISTINGS, VISIT US ON THE WEB AT: WWW. YACHTFINDERS.BIZ!

Winter CONSIGNMENT BOATS WANTED Clearance Clearance Catalina

Sale

ALL INVENTORY PRICED TO MOVE! _ Capri

- Hobie

- Windrider

- Blokart

More than 40 sailboat models available!



WIND TOYS Wind and Water Sports Center

Your Small Boat Specialist! 3019 Santa Rosa Ave, Santa Rosa New & Used Boats!

OVER 30 NEW BOATS IN STOCK 800.499.SAIL

Authorized Sales & Service for...



ESSE /



COME SEE OUR FULL-LINE KAYAK SHOP!



#11 Embarcadero Cove Oakland, CA 94606

(800) 400-2757 (510) 534-2757

Conveniently located on the Oakland Estuary - 2 blocks from West Marine

Haulouts for Bottom Painting

Small yard offers specialized service.

X.Interiux.

Servicing California Marine and Industrial Engines



MARINE DIESELS

Perkins DIESELS

Perkins Authorized Master Dealer

> SALES SERVICE PARTS

10% OFF PERKINS PARTS
15% OFF OVERHAUL KITS

Mention this ad ~ Good until 1/31/04

www.britishmarine-usa.com

We ship worldwide

FULL SERVICE BOATYARD

Winter Recharge!



Winter Repower!



Northern California's Boston Whaler Dealer

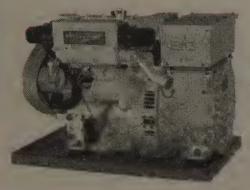
See us at the Northern California Boat Show Jan. 30-Feb. 8 Pleasanton



Light, strong and a Boston Whaler!

New 110 Tender/Sport

NORTHERN LIGHTS



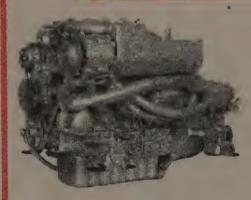
Recharge this winter with a new Northern Lights Generator

Take advantage of 'show season' and have our skilled technicians install the quiet, efficient king of reliable electric power.

Call for a quote today!

Universal

DIESEL MARINE ENGINES



Replace that Atomic 4 with the reliable Universal Diesel

Seapower, one of the oldest Bay Area engine specialists, has hundreds of satisfied customers now enjoying safe, reliable diesel auxiliary power.

Call for best pricing and service schedule!

Outboards Offered Sec

HONDA

Large Selection in Stock!

IT'S ALL ABOUT POWER.

Four cycle • 2-225 hp



40-250 hp

New Direct Fuel Injection Technology



4-225 hp • 4-stroke engines now in stock



Four strokes • 4-225 hp

Sealand.

Vacu Flush effificiently provides all the comforts of home!



SalonMate[™]

This is the last \$ you'll ever spend to remove odors from your boat!



Quiet, Maintenance-Free Odor Removal

Trailers

Sales • Parts



BOAT TRAILERS

EZ-LOADER



Racor

The First Name in Fuel Filtration

Filters and expert installation



BALLENABAY



YACHT BROKERS



1150 Ballena Blvd. #121, Alameda, CA 94501 (510) 865-8600 Fax (510) 865-5560

alameda@ballenabayyachts.com + www.ballenabayyachts.com + www.trawlers.com + www.yachtworld.com/ballenabay

The Natural Choice

Her overbuilt hand laid fiberglass hull with full keel and hard chine inspires confidence. A thoughtful interior, designed for extended cruising makes her comfortable. Uncompromising dedication to design and quality for over two decades makes her a Nordic Tug. Designed by Lynn Senour: Handcrafted in the USA.

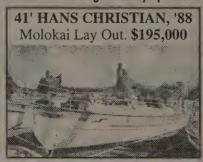






Ask us about our Pacific Northwest and Mexico Nordic Tugs delivery options!





FEATURED VESSELS:





Check our Web sites for other fine listings!





Coming in January 2004 YRA MASTER SCHEDULE At a Marine Business Near You



Challenge Your Crew this Summer!

The Bay Area enjoys one of the world's best venues for a wide variety of competitive sailing. It offers ocean racing to relaxed Friday evening beer can races and competitive 'round the buoy racing. The fun and camaraderie of the racing circuit is one of the best ways you can enjoy your boat on the Bay.

The 2004 calendar, available at many of Northern California's marine outlets by January 2, has all the information:

Fleet Schedule • Courses • Entry Form • Weekend Currents • Beer Can Schedule
• Flags • Associations and Phone Numbers • Required Equipment • Rules
• Committee Lists • Sponsoring Clubs • Sailing Instructions

Resolve to have more fun by joining one of the fleets on the Bay in 2004!

Turn the page for entry form...

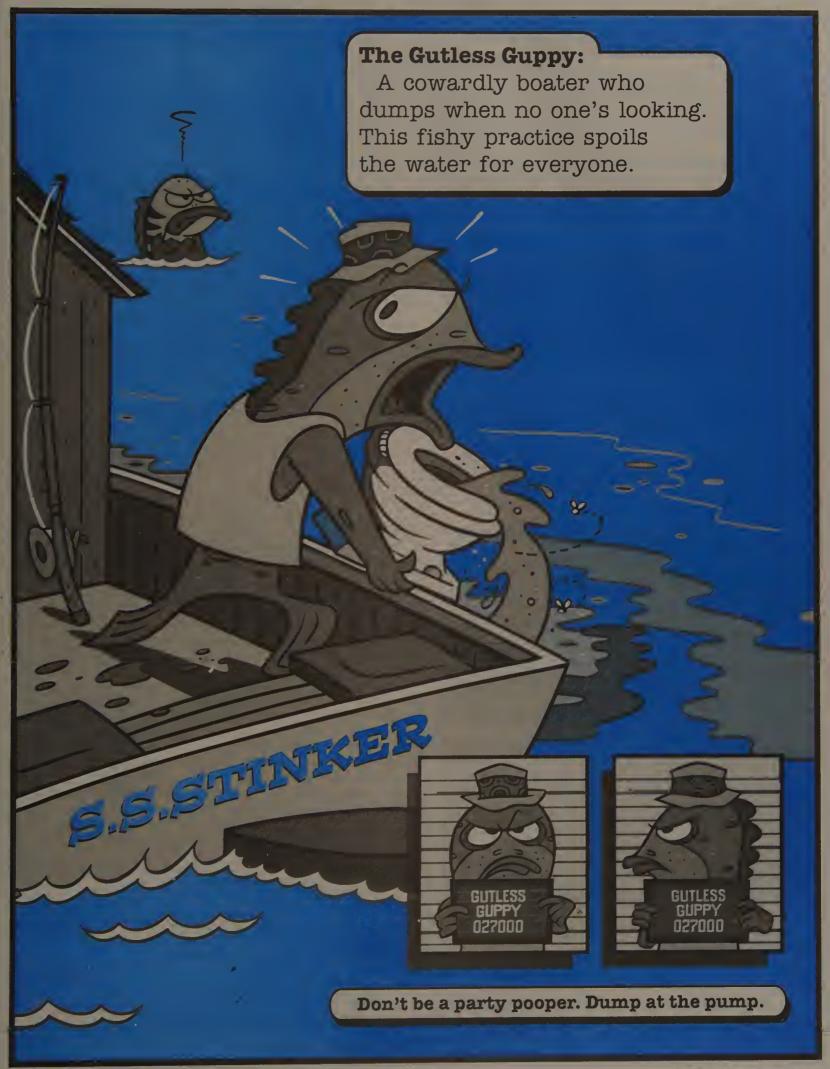


YACHT RACING ASSOCIATION

Fort Mason Center, San Francisco CA 94123 Phone - 415-771-9500 e-mail - info@yra.org Fax - 415-276-2378

YEAR 2004 YRA ENTRY FORM

YACHT NAME	Home	Office
BOAT TYPE:	FaxEr	nail
MARINA: Berth Sail #	☐ YRA Sailing Member Number	Year Number
Name	US Sailing Member Number **	
Address	*Yacht Club:**Re	quired when claiming US Sailing membership
City ST ZIP	*YRA Member Club required to race in YRA races	Skipper's Jacket Size
YRA SUMMER SERIES	1) .nu .nu .nu	2 March 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997
This form must be completed for any yacht in	tending to sail in any	YRA race.
YRA of San Francisco Bay Sailing Membership (Required	to enter any YRA race)	\$40.00
One Design Class Association (ODCA)	\$150	ODCA
Wooden Boat Racing Association (WBRA) (US Sailing Members	hip fee included) \$165	WBRA
Handicap Division Association (HDA)	\$155	HDA
Ocean Yacht Racing Association (OYRA) For OYRA CIRCLE ONE of the following PHRO-over 30 ft MOI	\$160 RA-under 31 ft SHS-1 or 2 cr	OYRA
DEADLINE FOR ALL FLEETS SAILING IN LIGHTSHIP I - April 12 W/0		rew
after April 18, 2004.		
HDA racers wishing to race the additional Lightship II race with their fleet, please OYRA racers wishing to race the VALLEJO race with their fleet, please check box		HDA Lightship II - July 24 OYRA Vallejo Race - May 1-2
NON-US SAILING MEMBERS ADD \$15.00 TO SEASON RACING FEES	Non-US SAILING-SEASON	RACERS ONLY \$15.00
CINCLE DACES, Not included in Float Second Desire - \$50	ICEE Non HC Coiling	
SINGLE RACES: Not included in Fleet Season Racing = \$50	(\$55 Non US Sailing)	
SINGLE RACES: Not included in Fleet Season Racing = \$50 Name and Date of Race(s) Requested	(\$55 Non US Sailing)	SINGLE RACES \$
		SINGLE RACES \$
Name and Date of Race(s) Requested	FICATE)	PHRF
Name and Date of Race(s) Requested PHRF RENEWAL \$25 (RENEWAL OF 2002 CERTIFIC PHRF NEW \$35 (NEW PHRF 2003 CERTIFIC	FICATE)	PHRF
PHRF RENEWAL PHRF NEW \$25 (RENEWAL OF 2002 CERTIFIC \$35 (NEW PHRF 2003 CERTIFIC YRA Associate Membership (For YRA Certified/Club Race Officers	FICATE)	PHRF
Name and Date of Race(s) Requested PHRF RENEWAL \$25 (RENEWAL OF 2002 CERTIFIC PHRF NEW \$35 (NEW PHRF 2003 CERTIFIC	FICATE) CATE) and Candidates who are NOT cu	PHRF
PHRF RENEWAL PHRF NEW \$25 (RENEWAL OF 2002 CERTIFIC \$35 (NEW PHRF 2003 CERTIFIC YRA Associate Membership (For YRA Certified/Club Race Officers Chartered Association \$15.00) RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RA A \$35 late fee must accompany any application received after Monday	FICATE) and Candidates who are NOT cu CE: ay at 5PM but before 5PM Wedi	PHRF
PHRF RENEWAL PHRF NEW \$25 (RENEWAL OF 2002 CERTIFIC \$35 (NEW PHRF 2003 CERTIFIC YRA Associate Membership (For YRA Certified/Club Race Officers Chartered Association \$15.00) RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RA A \$35 late fee must accompany any application received after Monda LIGHTSHIP 1 (4/24/04) AND VALLEJO (5/1-2/04), are exceptions	FICATE) and Candidates who are NOT cu ACE: ay at 5PM but before 5PM Wedi s. Lates fees begin on 4/12/04 a	PHRF
PHRF RENEWAL PHRF RENEWAL \$25 (RENEWAL OF 2002 CERTIFIC \$35 (NEW PHRF 2003 CERTIFIC YRA Associate Membership (For YRA Certified/Club Race Officers Chartered Association \$15.00) RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RA A \$35 late fee must accompany any application received after Monda LIGHTSHIP 1 (4/24/04) AND VALLEJO (5/1-2/04), are exceptions received for LIGHTSHIP1 after 5:00PM on 4/19/04 incur a \$75.00 No Applications will be accepted for any race after 5PM on WEDNES	FICATE) and Candidates who are NOT curve. ACE: ay at 5PM but before 5PM Wedners. Lates fees begin on 4/12/04 at late fee. Entries for VALLEJO SDAY preceding the race. IF You	PHRF
PHRF RENEWAL PHRF NEW \$25 (RENEWAL OF 2002 CERTIFIC \$35 (NEW PHRF 2003 CERTIFIC YRA Associate Membership (For YRA Certified/Club Race Officers Chartered Association \$15.00) RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RA A \$35 late fee must accompany any application received after Monda LIGHTSHIP 1 (4/24/04) AND VALLEJO (5/1-2/04), are exceptions received for LIGHTSHIP1 after 5:00PM on 4/19/04 incur a \$75.00 No Applications will be accepted for any race after 5PM on WEDNES SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YE	FICATE) and Candidates who are NOT curve. CE: ay at 5PM but before 5PM Wedners. Lates fees begin on 4/12/04 at late fee. Entries for VALLEJO SDAY preceding the race. IF YOEAR 2004.	PHRF
PHRF RENEWAL \$25 (RENEWAL OF 2002 CERTIFIC \$35 (NEW PHRF 2003 CERTIFIC YRA Associate Membership (For YRA Certified/Club Race Officers Chartered Association \$15.00) RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RA A \$35 late fee must accompany any application received after Monda LIGHTSHIP 1 (4/24/04) AND VALLEJO (5/1-2/04), are exceptions received for LIGHTSHIP1 after 5:00PM on 4/19/04 incur a \$75.00 No Applications will be accepted for any race after 5PM on WEDNES SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YE In consideration of being admitted to sailing membership in the Yach	FICATE) and Candidates who are NOT contact. ACE: ay at 5PM but before 5PM Wedners. Lates fees begin on 4/12/04 at late fee. Entries for VALLEJO SDAY preceding the race. IF YOEAR 2004.	PHRF TOTAL arrently a racing member of a YRA mesday preceding the race. The and 4/19/04 respectively. Entries after 4/19/04 incur a \$75.00 late fee. DU ARE A PHRF RACER PLEASE ncisco Bay (YRA), I agree to abide by
PHRF RENEWAL PHRF NEW \$25 (RENEWAL OF 2002 CERTIFIC S35 (NEW PHRF 2003 CERTIFIC YRA Associate Membership (For YRA Certified/Club Race Officers Chartered Association \$15.00) RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RA A \$35 late fee must accompany any application received after Monda LIGHTSHIP 1 (4/24/04) AND VALLEJO (5/1-2/04), are exceptions received for LIGHTSHIP1 after 5:00PM on 4/19/04 incur a \$75.00 No Applications will be accepted for any race after 5PM on WEDNES SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YE In consideration of being admitted to sailing membership in the Yach "The Racing Rules of Sailing" and the Sailing Instructions of the YRA with the YRA Minimum Equipment requirements. I agree to hold has	FICATE) and Candidates who are NOT curve. ACE: ay at 5PM but before 5PM Wedners. Lates fees begin on 4/12/04 at late fee. Entries for VALLEJO SDAY preceding the race. IF YOUR EAR 2004. at Racing Association of San France and the regatta sponsors. I wantermless the officers, agents and expenses the officers, agents and expenses.	PHRF
PHRF RENEWAL \$25 (RENEWAL OF 2002 CERTIFICATION STATES ARE DUE BY 5PM MONDAY PRIOR TO THE RAD A \$35 late fee must accompany any application received after Monda LIGHTSHIP 1 (4/24/04) AND VALLEJO (5/1-2/04), are exceptions received for LIGHTSHIP1 after 5:00PM on 4/19/04 incur a \$75.00 No Applications will be accepted for any race after 5PM on WEDNES SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YEIN Consideration of being admitted to sailing membership in the Yach with the YRA Minimum Equipment requirements. I agree to hold har Associations in any activity to which this entry form applies. I further	FICATE) and Candidates who are NOT curve. ACE: ay at 5PM but before 5PM Wedners. Lates fees begin on 4/12/04 at late fee. Entries for VALLEJO SDAY preceding the race. IF YOUR EAR 2004. at Racing Association of San France and the regatta sponsors. I wantermless the officers, agents and expenses the officers, agents and expenses.	PHRF
PHRF RENEWAL \$25 (RENEWAL OF 2002 CERTIFICATION STATES ARE DUE BY 5PM MONDAY PRIOR TO THE RALL A \$35 late fee must accompany any application received after Monda LIGHTSHIP 1 (4/24/04) AND VALLEJO (5/1-2/04), are exceptions received for LIGHTSHIP1 after 5:00PM on 4/19/04 incur a \$75.00 No Applications will be accepted for any race after 5PM on WEDNES SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YEIN Consideration of being admitted to sailing membership in the Yach "The Racing Rules of Sailing" and the Sailing Instructions of the YRA with the YRA Minimum Equipment requirements. I agree to hold has Associations in any activity to which this entry form applies. I furthe individuals in preparing my yacht for racing.	FICATE) and Candidates who are NOT curve. ACE: ay at 5PM but before 5PM Wedners. Lates fees begin on 4/12/04 at late fee. Entries for VALLEJO SDAY preceding the race. IF YOUR EAR 2004. at Racing Association of San Franch and the regatta sponsors. I want rmless the officers, agents and er warrant that I have not relied until the same of	PHRF
PHRF RENEWAL \$25 (RENEWAL OF 2002 CERTIFICATION STATES ARE DUE BY 5PM MONDAY PRIOR TO THE RAA \$35 late fee must accompany any application received after Monda LIGHTSHIP 1 (4/24/04) AND VALLEJO (5/1-2/04), are exceptions received for LIGHTSHIP1 after 5:00PM on 4/19/04 incur a \$75.00 No Applications will be accepted for any race after 5PM on WEDNES SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YEIN Consideration of being admitted to sailing membership in the Yach "The Racing Rules of Sailing" and the Sailing Instructions of the YRA with the YRA Minimum Equipment requirements. I agree to hold had Associations in any activity to which this entry form applies. I further individuals in preparing my yacht for racing. Signed:	FICATE) and Candidates who are NOT curve. ACE: ay at 5PM but before 5PM Wedners. Lates fees begin on 4/12/04 at late fee. Entries for VALLEJO SDAY preceding the race. IF YOUR EAR 2004. at Racing Association of San France and the regatta sponsors. I wantermless the officers, agents and expenses the officers, agents and expenses.	PHRF
PHRF RENEWAL PHRF NEW \$25 (RENEWAL OF 2002 CERTIFIC YRA Associate Membership (For YRA Certified/Club Race Officers Chartered Association \$15.00) RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RA A \$35 late fee must accompany any application received after Monda LIGHTSHIP 1 (4/24/04) AND VALLEJO (5/1-2/04), are exceptions received for LIGHTSHIP1 after 5:00PM on 4/19/04 incur a \$75.00 No Applications will be accepted for any race after 5PM on WEDNES SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YE In consideration of being admitted to sailing membership in the Yach "The Racing Rules of Sailing" and the Sailing Instructions of the YRA with the YRA Minimum Equipment requirements. I agree to hold har Associations in any activity to which this entry form applies. I further individuals in preparing my yacht for racing. Signed: Make check payable to: Yacht Racing Association (YRA)	FICATE) and Candidates who are NOT curve. ACE: ay at 5PM but before 5PM Wedners. Lates fees begin on 4/12/04 at late fee. Entries for VALLEJO SDAY preceding the race. IF YOUR EAR 2004. at Racing Association of San France A and the regatta sponsors. I want remisses the officers, agents and ear warrant that I have not relied under the control of t	PHRF
PHRF RENEWAL PHRF RENEWAL S25 (RENEWAL OF 2002 CERTIFICATION YRA Associate Membership (For YRA Certified/Club Race Officers Chartered Association \$15.00) RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RAA \$35 late fee must accompany any application received after Monda LIGHTSHIP 1 (4/24/04) AND VALLEJO (5/1-2/04), are exceptions received for LIGHTSHIP1 after 5:00PM on 4/19/04 incur a \$75.00 No Applications will be accepted for any race after 5PM on WEDNES SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YEIN Consideration of being admitted to sailing membership in the Yach "The Racing Rules of Sailing" and the Sailing Instructions of the YRA with the YRA Minimum Equipment requirements. I agree to hold has Associations in any activity to which this entry form applies. I further individuals in preparing my yacht for racing. Signed: Make check payable to: Yacht Racing Association (YRA)	FICATE) and Candidates who are NOT curve. ACE: ay at 5PM but before 5PM Wedners. Lates fees begin on 4/12/04 at late fee. Entries for VALLEJO SDAY preceding the race. IF YOUR EAR 2004. at Racing Association of San Franch and the regatta sponsors. I want rmless the officers, agents and er warrant that I have not relied until the same of	PHRF





Oceanfast Yachts, Inc.

FORMERLY O'NEILL YACHT CENTER

Proudly Introduces



yachts

to the West Coast

After 30 years of success in the competitive European sailing market, Elan arrives at Oceanfast Yachts with superior design, construction and value.

- Rob Humphries Designs
- Class-A Certified Germanisher Lloyds
- Cruising World Boat of the Year 2004

North American Debut ELAN 37

Strictly Sail in Chicago • January 29-February 1





Pacific Sail Expo show boat available. Call now...one only!

Visit us in Chicago or visit www.elan-marine.com to see what Europe has enjoyed for 30 years!

2222 East Cliff Drive, Santa Cruz, CA 95062
(831) 476-5202 Fax (831) 476-5238
www.oceanfastyachts.com

CALENDAR

Nonrace

Jan. 1 — Happy New Year!

Jan. 6, 1984 — It Was Twenty Years Ago Today, from Joanne Katz's article, Boat Show — Back to Back:

For boat show addicts, January was an exceptional month with 17 consecutive show days in San Francisco. The Moscone Center's third annual International Boat Show, which began January 6, overlapped the first three days of the Sports and Boat Show at the Cow Palace. Neither event claimed to be affected by the concurrent days. A large crowd roamed through the Moscone Center on Saturday, their second to last day, while the same day — the second day of their show — a mob invaded the Cow Palace. The snack bars ran out of hot dogs, and people were waiting in lines everywhere — including one for the men's bathroom.

The Northern California Marine Association-sponsored International Boat Show at the Moscone Center, under the direction of Carol Ramey, was bigger and better than last year, with attendance exceeding 40,000. Seminars, speakers and slide shows were new this time around. They drew interested participants into side meeting rooms to hear advice on sails with Jocelyn Nash of Sobstad Sails, watch John Neal's slides of the South Pacific, and see *Gone With The Wind — The Scarlett O'Hara Story*, with Dee Smith, among other presentations.

Olympic hopefuls were inside the main entrance to greet ticket buyers, who contributed money to their Olympic campaign. Above the exhibits circled a radio-controlled blimp, and West Marine's folding bike was peddled up and down the aisles. Seabird Sailing's Laser shell was popular and selling, and a Milli-Meter, a scaled-down 12-Meter, was just one of scores of boats available for inspection.

Over at the Cow Palace, the assistant manager of the Show, Tom Randall, said every day's attendance was ahead of last year's count. They had over 360,000 visitors. The Sports and Boat Show covered 11 halls and was at capacity level. "We're using every square inch we can," said Tom. Fifty percent of the show was related to boating.

Though many powerboaters weren't too interested in the sailboats, the sentiment was reciprocated by many sailors who couldn't understand the attraction of a powerboat. "It goes from zero to 100 mph in less than ten seconds" said one powerboat salesman at the Cow Palace, "and you don't have to pull a single rope or line." A puzzled sailor questioned, "Then what's the point?"

Jan. 7 — SSS TransPac Seminar: "Hanalei Overview." Free and open to the public. Oakland YC, 7:30 p.m. Details, www.sfbaysss.org.

Jan. 7 — Full moon on a Wednesday night.

Jan. 8 — Single Sailors Association monthly meeting, 6:30-9 p.m. at Ballena Bay YC. Deborah Cooper, from the Oakland Museum, will speak on "Oakland's Waterfront History." Info, www.sail-ssa.org.

Jan. 9-11 — Ocean Film Festival at the S.F. Maritime Museum and Fort Mason. This is the first film festival of its kind anywhere. Details, www.oceanfilmfest.org.

Jan. 18 — "E-Ticket Ride — The New *Pyewacket*," a free 45-minute slide show presentation by Scott Easom upstairs in the Corinthian YC Ball Room, 10 a.m. CYC, 435-4771.

Jan. 20 — S.F. Bay Oceanic Crew Group monthly meeting, featuring Point Reyes park ranger Steve Anastasia speaking on "The Amazing Northern Elephant Seal and Other Pinnipeds." Fort Mason Center, Building C-210, 7 p.m., free. Info, 456-0221.

Jan. 21-25 — San Francisco Sports, Boat and Fishing



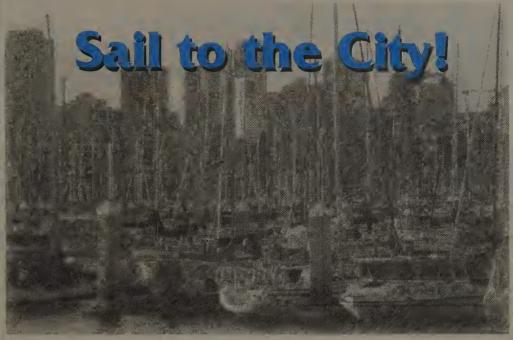












South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected deep water harbor. Bring your boat to South Beach and enjoy all the attractions of the City – and great sailing too!

SOUTH BEACH



- 650-ft. Guest Dock
- 20 Guest Berths Cruise-ins are welcome
- 24-Hour Security
- Free Pump Out Station
- Casual and Fine Dining Nearby
- Adjacent to PacBell Park
- Easy Access to Transportation
- On-Site Marine Services
 - o Boat Broker
 - Boat Cleaning/Detailing
 - Diving Services
 - o Marine Canvas/Upholstery
 - Rigging Services
 - Sailing School/Charters

For Guest Reservations,
Contact:

South Beach Harbor Office (415) 495-4911

Fax (415) 512-1351 sb.harbor@sfgov.org www.southbeachharbor.com













South Beach Sailing Center

WASHING • WAXING • VARNISHING YOUR TROUBLES AWAY

15% OFF Varnishing & Waxing and/or 1 month FREE with Wash Program ANYWHERE IN THE BAY AREA FOR OVER 20 YEARS

ASK US ABOUT AUTOMOTIVE DETAILING

Westwind

(415) 661-2205

email: westwinddetailing@sonic.net website: boatdetailing.com





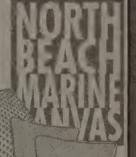
Complete Yacht Care

Pier 40, South Beach on the Embarcadero • San Francisco

Call Toll Free

1-888-828-6789

NTERIO



SPECIALIZING IN

YACHT INTERIOR DESIGN CONSULTATION, FABRICATION AND INSTALLATION

> Featuring Sunbrella fabric and BottomSiders cockpit cushions

888-251-5455 415-543-1887 Pier 40, South Beach Harbor, San Francisco www.northbeachmarinecanvas.com Fax (415) 543-2565

South Beach Riggers

Custom Solutions for Your Custom Problems

Let our knowledgeable and professional rigging team manage your project. We have the Answers to your Questions.

Winning Technology for the Hot Race or the Casual Cruise

- · Expert advice, sales, and splicing of Vectran, Spectra, Technora and Dacron by our certified splicer
- · Professional survey and tune for your rig
- Standing and running rigging replacement
- Sales and installation of all marine hardware
- Fabrication and hydraulics
- Insurance work
- Over 100,000 miles racing and cruising experience

Call Tom Today... We can make your boat perform for you!



399 Harbor Dr. (Clipper Marina) Pier 40 (So. Beach Harbor) Sausalito 415.331.3400

San Francisco 415.974.6063

Pier 40 • South Beach Harbor • San Francisco

Details at www.kkmi.com





Swan 82RS (2001). Fast, beautiful, breathtaking interior, easy to sail, carbon rig and furling boom, captive winches, A/C, extraordinary boat.*



Swan 112 (2002). Without a doubt this is the most spectacular yacht ever built by Swan. Dark blue hull, elegant interior, carbon rig, captive winches.*



Andrews 72 (1998). Completed in 2000, this fast cruiser has a gorgeous maple interior. Very clean, easy to sail, large aft stateroom. Asking \$1,100,000



Swan 65 (1976). Recently completed world cruise and ready to go again! Great teak decks, many upgrades on this classic Swan ketch. \$490,000



TransPac 52 (2001). Flash, ex-J Bird III, is ready to rocket! Fully race ready for the serious offshore racer, she is in turn key condition. Full specs on kkmi.com.



Swan 651 (1987). This gorgeous dark blue Swan has a full complement of hydraulic winches, tons of sails, watermaker, teak decks. Asking 875,000



Baltic 42 (1981). This Doug Peterson racer/cruiser has all new rod rigging. Nav instruments include radar, SSB and GPS chart system. Asking \$165,000



Santa Cruz 52 (1993). This beautiful fast cruiser looks like new. Stunning red topsides, carbon rig, electric main halyard, watermaker, great sails. \$490,000/Offer!



Santa Cruz 50. One of the most famous (and fastest) SC 50s is for sale! Incredible sail inventory, great equipment, excellent race record. Only \$225,000



Baltic 43 (1987). This beautiful yacht is full cruise ready with watermaker, liferaft & autopilot. A great interior layout, leather upholstery. Asking \$275,000



Swan 44 (1974). A Sparkman & Stephens classic beauty. Recently returned from a South Pacific Asking \$149,500 romp and ready to go again.



Farr 40. Several to choose from. If you are looking for hot action in this very competitive class, check out our fleet at KKMI. From \$199,000



Swan 45 Swan 75 new Swan 52 new Swan 100

Swan 70 Swan 48 Swan 82

Swan 461 new Swan 80 Swan 56 Swan 62 Swan 112



Swan 44 Mk II (1997) Beautiful dark blue Swan. Perfect condition. Electric winches, watermaker, Asking \$472,000 A/C, radar, teak decks.



Duffy 35 (1988) This classic Downeast lobster style boat is in excellent condition and is powered by a single 375 hp cat capable of 21 knots. \$235,000



HR 43 HR 34 HR 46 HR 37 HR 53 HR 62 *Not for sale to U.S. citizens while in U.S. waters

(510) 236-6633 • fax: (510) 231-2355 yachtsales@kkmi.com • www. kkmi.com 530 W. Cutting Blvd. • Pt. Richmond, CA 94804

NOTE CORRECTED DATES...

MIDWINTER SERIES

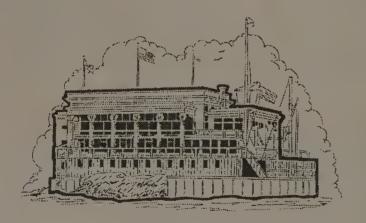
January 17-18 & February 14-15

(MLK and Presidents' 3-day weekends)

ALL BOATS WELCOME

SPECIAL SWEETHEART'S TROPHY February 14

Post-Race Festivities Include Saturday Night Dinner and Party with Live Band



Corinthian Yacht Club

OF SAN FRANCISCO

43 Main, Tiburon, CA 94920 • (415) 435-4771

Visit www.cyc.org for NOR, Entry Form & MidWinCam!

CALENDAR

Show at the Cow Palace. Info, www.fishingshow.com.

Jan. 24 — "Know Your Boat," a day-long seminar at Nelson's Marine in Alameda. Info, (510) 814-1858 or www.nelsons-marine.com.

Jan. 27 — Marin Power & Sail Squadron's next class starts. For details and info, call Pete, 883-3652.

Jan. 28-Feb.1 — National Sailing Programs Symposium, held at the Oakland Marriott City Center. This annual educational opportunity is organized by US Sailing, sponsored by Vanguard Sailboats and features Dawn Riley as the keynote speaker. Detail, www.ussailing.org.

Jan. 30-Feb. 8 — Northern California Boat Show at the Alameda County Fairgrounds in Pleasanton. Details, www.ncma.com or (800) 698-5777.

Feb. 7-8 — North U. Tactics Seminar. Details, (800) 347-2457 or www.northu.com.

Feb. 21 — Pacific Cup Preparation Seminar, 8 a.m. to 5 p.m. at the Fort Mason Conference Center. Details, www.pacificcup.org.

Feb. 21-22 — J/24 Racing Clinic at Treasure Island SC.

Brian Mullen, (650) 823-0269.

Apr. 14-18 — Sail Expo at Jack London Square, Oakland. Save the dates! Info, www.sailamerica.com.

Racing

Jan. 1 — Master Mariners New Year's Day Race & Chili Potluck at Richmond YC. MMBA, 364-1656 or www.mastermariners.org.

Jan. 10-11 — One Design Midwinters for Farr 40s and J/105s. SFYC, 789-5647.

Jan. 17-18 — Little Daddy Regatta, a winter dinghyfest at Richmond YC. Info, (510) 237-2821.

Jan. 19-23 — Key West Race Week, "America's Premiere Regatta." Three hundred boats, four divisions, racing for PHRF, IMS and one design. Invited classes are Farr 40s, Swan 45s, 1D-35s, J/105s, Mumm 30s, Melges 24s, Tartan Tens, Corsair 28Rs, J/109s, J/29s, J/80s, MORC and Swan Open Class. See *The Racing Sheet* for local entries. Info, www.Premiere-Racing.com.

Jan. 22, 1994 — Ten Years After, from an article titled Whitbread Race, Leg III — The Dickson & Dalton Show:

In America, we're lucky: we have the Bobbitts, Michael Jackson, the Menendez brothers, Heidi Fleiss, Tonya Harding, a gaggle of politicians in Washington, DC, and a whole host of other clowns to entertain us. Tiny New Zealand — off the beaten track and with a population of only 3.5 million — isn't nearly so fortunate, which may explain why the country goes bonkers every four years when the Whitbread Race rolls into Auckland. And this time, at 3 a.m. on Sunday morning, January 22, the country really got its money's worth.

Hollywood couldn't have scripted a closer or more exciting finish. Thirteen days and 3,272 miles out of Fremantle, the two race leaders — fortuitously both Kiwis, Chris Dickson's 60-footer Tokio and Grant Dalton's 83-foot maxi ketch New Zealand Endeavour — improbably ended up match racing up the Rangitoto Channel to the finish. Tokio had played the shifts brilliantly at Cape Reinga, at the north end of New Zealand, and had opened up a 10-mile lead on Endeavour. For the last 200 miles of the race, Dalton had slowly ground down Dickson's lead, but he was running out of race track. Finally, as the wind dropped with one mile left to go, Endeavour pulled up even with Tokio who tried to tag him with a luff but a spectator boat interfered. "It didn't really sink in until we were 100 meters in front that we had passed them, but then the boat just erupted," said Dalton, a popular figure in

If there is a crossing from California to Hawaii on the horizon for you in 2004, it's time to go through your sail locker. You'll need heavy air and storm sails to meet safety requirements. It's important to have the right

HERE AT LAST 2004: A PACIFIC CUP YEAR

headsails to get away from the coast and out into the tradewinds. Most of all, you need the right weights and types of spinnakers to make your boat as fast and as much fun as possible.

Zephyrus heads to line honors in the 2002 Pacific Cup!

Call Quantum for an inventory review and a plan to be sure you have all the tools for a great ride!



Where sailmaking is a performing art

New sails, repairs, recuts, conversions, rig tuning, and more!

In California please contact:

QUANTUM SAN DIEGO 2832 Canon St. San Diego, CA 92106 Phone 619-226-2422/Fax 619-226-0682 dchatham@guantumsails.com QUANTUM LONG BEACH
714 Marina Drive
Seal Beach, CA 90740
Phone 562-799-7444/Fax 562-799-1116
twheatley@quantumsails.com

QUANTUM SAN FRANCISCO 1230 Brickyard Cove Rd., # 200 Pt. Richmond, CA 94801 Phone 510-234-4334/Fax 510-234-4863 sanfrancisco@quantumsails.com

For your convenience there are Quantum lofts in 19 states and 15 countries worldwide. www.quantumsails.com

LEGENDS

Twenty-five years ago, it all started with the J/24. Today, the J/24 fleet continues to thrive and has been joined by numerous other successful J/Fleets.



The largest, active, one design keelboat fleet on the Bay continues to grow and welcome new fleet members, annually. The full fleet schedule and information is available at www.sfj105.org.

J/105 Rules and Tactics Seminar April 4



The J/24 fleet started early and has built a lasting following on San Francisco Bay. New and used boats are available for you to join this competitive, fun, high performance fleet. Fleet information is available at www.j24class.org/j24sf.

J/24 Racing Clinic, Treasure Island February 21-22



Web page: www.sailcal.com Email: info@sailcal.com

SAN DIEGO (619) 224-6200 FAX (619) 224-6278 NEWPORT BEACH (949) 675-8053 FAX (949) 675-0584 ALAMEDA (510) 523-8500 FAX (510) 522-0641

CALENDAR

New Zealand. "I don't normally hug guys, but I did then!" Endeavour finished the leg two minutes ahead as thousands of spectators went wild. The party rolled on all day, as five more boats finished within the next five hours.

At the dock, Dalton acknowledged the *Tokio* crew: "Chris and his team did a fantastic job. They sailed the boat really well and it could very easily have been them standing here." Dickson, in turn, wasn't quite as gracious: "We were really not so tense because the W-60s and the maxis are completely separate — but to be racing a maxi so close to the line was fun. Whether we finished first or not was not really as important to us as it was to them."

Dickson went on to completely stick his foot in his mouth, tossing out insults like, "If Dalton had been sailing a Whitbread 60 like us, he wouldn't have been there for another half a day." (Later he publicly apologized, claiming he hadn't slept for over 48 hours.) Dickson further endeared himself to the assembled masses by filing three petty protests, two against other 60s (*Winston* and *Intrum Justitia*) for allegedly having stronger fittings in their rigs than allowable, and one against the race committee for making *Tokio* carry their radar dome above deck like everybody else.

It was roughly the same spot where Dalton's last command, *Fisher & Paykel*, lost to Steinlager four years ago in another classic finish. This time, Dalton was not to be denied — sporting twice the sail area and 23 more feet of length, he drove over Dickson.

But whether you like 'Dicko' or hate him — and everybody in New Zealand has an opinion about him — you can't argue with the results: *Tokio* beat *Winston*, the next W-60, by 2 hours, 40 minutes in this leg, putting them some 14 hours ahead of Conner's red boat on cumulative time after half the race. *Tokio*'s also three hours ahead of *Endeavour*, the dominant maxi, at the break — a lead few would have predicted. "Dickson's got a faster boat than anyone else," stated *Justitia*'s Lawrie Smith. "We'll have to do something about that."

Jan. 26-30 — Rolex Miami Olympic Classes Regatta. Info, www.ussailing.org.

Jan. 31 — SSS Three Bridge Fiasco — the name says it all! Organized mayhem for single and doublehanders. Bill Charron, (510) 490-1147 or www.sfbaysss.org.

Feb. 12-24 — U.S. Olympic Trials for Finns and Europes (Ft. Lauderdale YC), 49ers and Ynglings (Key Biscayne, YC) and Tornados (Miami YC). The Yngling battle promises to be particularly lively. Info, www.ussailing.org.

Feb. 24-26 — Staggered starts for the revived 1,120-mile San Diego to Manzanillo Race. About 20 boats are expected to go. SDYC, www.sdyc.org.

Feb. 25-29 — Acura SORC, buoy racing off Miami Beach. Info, www.acurasorc.com.

Mar. 5-7 — 24th Heineken Regatta at St. Maarten. Info, www.heinekenregatta.com.

Mar. 13-14 — Big Daddy Regatta. RYC, (510) 237-2821. Mar. 14-19 — MEXORC, buoy racing in Banderas Bay (Puerto Vallarta). Info, www.sdyc.org.

Mar. 26-28 — 31st International Rolex Regatta (St. Thomas, USVI), followed a few days later by the BVI Spring Regatta and Sailfest (Nanny Cay, BVI). Two great — and backto-back — excuses to head for the Caribbean! Info, www.rolexcupregatta.com and www.bvispringregatta.org.

Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 1/11, 2/8, 3/21. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Sundays, thru March,

ifornia

Brokerage

J/35c, Palio The J/35c, 1990's Boat of the Year, offers exceptional sailing performance, together with a classic American cruising yacht interior.



J/46, Jacana

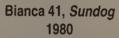
As a modern evolution of the very successful J/44, the J/46 is a high performance, easily handled offshore cruiser/racer. Jacana is a fast sailboat that doesn't compromise comfort and elegance below decks.





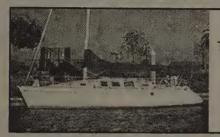
Northstar 40

An extensively refitted, ketch rigged, bluewater cruising sailboat, Outlandish is an excellent choice for the sailor looking for the right boat for long distance



Slim, fast and fun to sail. Fully equipped for race winning performance. Reduced to \$58,500.





Beneteau 35s5, Max One

This fully equipped racer/cruiser features a rare mahogany interior by Philippe Starck, as well as a Jean Berret-design hull.

Hunter 40, Fate

Fate is a spacious and well cared for cruising sailboat at a reasonable price. She has a large aft stateroom with queen bed and plenty of room for entertaining in the main cabin.





CUSTOM GAFF RIG SCHOONER, '77

Spike Africa A truly unique vessel, this graceful treasure has a Coast Guard certification to carry 35 passengers and a charter history that spans over two decades. \$595,000.



SCHOCK 35, 1986, Kathmandu
This is a great boat and proven race winner.
Excellent for the race course or performance cruising. No expense has been spared on this PHRF winner. \$55,000.



J/105, '01, Scaramouche
Nearly new, hardly used, and very well cared for. Keel and rudder have been Waterline faired, and she has all the equipment it takes to be a winner. Exceptional race record. \$139,900.



ABS plan approval, vacuum bagged carbon hull, H-80 Divinicell core, SP Systems Ampreg

70' Custom Gaff Rigged Schooner, '77, Spike Afri	ca* 595,000
53' J/160, '96, Bushwacker*	649,000
46' J/46, '01, Jacana	469,000
46' ILC, '96, Xtreme*	145,000
46' ILC, '94, Wasabi*	200,000
43' Glen L 43 Cust, '94, Van Dieman*	
43' Saga, '02, Wind Shear** New Listing	312,000
42' Moody, '01, Jezebel**	305,000
41' Bianca 414, '80, Sundog	58,500
41' J/125, '98, Pearl**	220,000
40' J/120, '98, Swept Away**	239,000
40' Olson, '83, Aisling**	
40' Hunter, '85, Fate	. 69,500
40' Northstar 40, '75, Outlandish Reduced	105,000
40' CS 40, '01, Mimi*	180,000

	39' Catalina 390, '02, Alexandria*	169,500
	38' Tartan 3800, '97, Gusto	199,000
	37' J/37, '87, Blue Heron*	78,000
	36' Islander, '72, Juggernaut	
	36' Sweden, '84, Joystick**	89,000
	35' J/105, '01, Scaramouche*	139,900
	35' J/105, '01, Hull #459**	126,000
	35' J/105, '96, Kat's Meow*	114,000
	35' J/35c, '90, Palio	103,500
	35' J/35, '87, Strom Front**	69,900
	35' J/35, '85, Grayhawk**	54,900
	35' J/35, '85, Blue Streak**	49,500
	35' J/35, '85, Jammin**	59,900
	35' J/35, '85, Pazzo**	55,000
	35' Schock, '90, Arrhythmia**	44,900
	35' Schock, '86, Kathmandu*	55,000

35' Beneteau First 35s5, '91, Max One N	lew Listing 75,000
33' Synergy 1000, '99, Hull #2**	65,000
32' J/32, '98, Nauti Dreams*	138,800
32' J/32, '99, Winsome**	145,000
31' Corsair F31R, '99	112,000
30' J/30, '83, Magic Pudding**	29,000
30' J/30, '79, Garuda**	29,500
29' J/29, '87, Cay J*	

* Indicotes Southern Colifornio Boots Indicates Pacific Northwest Boats



YACHTWORLD COM

difornia

Web Site: www.sailcal.com Email: info@sailcal.com

SAN DIEGO

2330 Shelter Island Drive #106 San Diego, CA 92106 (619) 224-6200 FAX (619) 224-6278

NEWPORT BEACH

251 Shipyard Way Cabin A Newport Beach, CA 92663 (949) 675-8053 FAX (949) 675-0584

ALAMEDA

1070 Marina Village Pkwy #108 Alameda, CA 94501 (510) 523-8500 FAX (510) 522-0641

NELSON,

INVENTORY CLEARANCE

New inventory is on the way, and we must make room. Best prices of the year on these boats now in stock!

SYDNEY 36

Superb performance, construction and accommodations.
One only at clearance price!





SYDNEY 32

Hot all around racer/cruiser.
Call now for best deal of the year.

BAVARIA 29

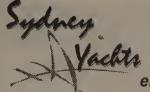
Bavaria Yachts builds a contemporary express motor yacht with German craftsmanship at an affordable price.





HUNTER 240

Great 'pocket cruiser' that is easy to rig. Spacious cockpit, sleeps five. Perfect family weekender. Reduced to \$19,500.



(510) 337-2870

email: sales@nelsonyachts.net

www.nelsonyachts.net

CALENDAR

except during the BYC Mids. Paul, Kamen, (510) 540-7968. **BERKELEY YC** — Berkeley Circle: 1/10-11, 2/14-15. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2004: 1/17-18, 2/14-15. CYC, 435-4771.

ENCINAL YC — Jack Frost Series: 1/17, 2/21, 3/20. Steve Rienhart, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Series: 1/3, 2/7, 3/6. Ruth Schnapp, 386-2238.

LAKE MERRITT SC — Robinson Memorial Midwinters: 1/11, 2/14, 3/14. Duncan Carter, (925) 945-6223.

OAKLAND YC — Sunday Brunch Series: 1/4, 1/18, 2/1, 2/15, 2/29. OYC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters: 1/4, 2/1, 3/7. Bruce Bradfute, 892-4189.

SANTA CRUZ YC — Midwinters: 1/17, 2/21, 3/20. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 1/4, 2/1, 3/7. Tim Prouty, 331-5204.

SOUTH BAY YRA — Winter Series: 1/3, 2/7, 3/6. Robert Hu, *roberthu@yahoo.com*.

SOUTH BEACH YC — Midwinters: 1/10, 2/14, 3/13. Gary van Giersbergen, (650) 355-4656.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

	January	Weekend Cur	rrents	
date/day	slack	max	slack	max
1/01 Thu	0238	0542/2.5F	0835	1150/3.4E
	1551	1855/2.6F	2146	
1/03Sat		0108/1.6E	0417	0710/2.2F
	0954	1316/4.0E	1723	2035/3.1F
	2341			
1/04Sun		0155/1.5E	0501	0750/2.2F
	1033	1357/4.2E	1805	2117/3.2F
1/10Sat		0016/3.4F	0348	0556/2.0E
	0854	1150/2.1F	1425	1801/4.5E
	2149			
1/11Sun		0053/3.3F	0425	0641/2.2E
	0947	1238/2.0F	1513	1846/4.1E
	2226			
1/17Sat	0237	0542/2.6F	0835	1200/4:7E
	1606	1910/3.4F		2232
1/18Sun		0037/1.9E	0339	0639/2.6F
	0927	1256/5.2E	1702	2010/3.9F
	2334			
1/24Sat		0011/4.1F	0330	0551/2.7E
	0908	1156/2.8F	1446	1759/4.7E
	2151			
1/25Sun		0054/3.7F	0411	0638/2.8E
	1006	1250/2.6F	1542	1845/4.0E
	2235			
1/31 Sat	0257	0548/1.8F	0833	1155/3.5E
	1611	1926/2.7F	2229	
2/01 Sun		0044/1.2E	0352	0640/1.8F
	0921	1247/3.8E	1659	2014/2.9F
	2321			

NELSON, Jachts

Offering new Sydney Yachts, Bavaria Motor Yachts, Hunter Trailerables and Select Brokerage



SWAN 47, 1977. 2 strms and sleeps four in main salon, radar, AP, GPS, radio telephone, heater, Heart inverter, sailing dinghy, forward and aft heads. \$135,000



SWAN 59, **1985**. This is a rare opportunity that the experienced yachtsman will understand can't be found anywhere else at this below market price. *REPO!*



HINCKLEY 38, 1969. Roundelay's been completely refit by its current owner. New Yanmar ds! plus too many upgrades to list. S&S designed, built by Hinckley. \$89,000.



HUNTER PASSAGE 450. *Midnight Sun* is well equipped for serious cruising, well beyond the Hunter 450 inland setup. Showing by appointment only. *\$235,000*



GRAND SOLEIL 43, 2001. This Italian beauty is in 'like new' condition, loaded w/gear. 3 staterooms & 2 heads make her the perfect, quality family yacht. *\$325,000*



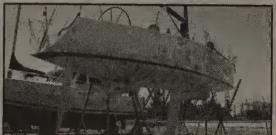
J/105, 1997. Ultimatum is a complete 105, with wheel steering, ready for picnic sailing on the Bay or racing at any level. She is priced to sell at \$99,000.



SABRE 362. New England quality in excellent condition and loaded with gear. A must see. **\$183,000**



OHLSON 41, 1967. Swedish built steel cruiser. Strong and fast and ready to go. **\$53,000**



FARR 40. Two to choose from located in our yard. Starting at \$150,000



MORGAN 36. Well balanced racer/cruiser. Equipped with radar arch, wind gene-rator and more, has just returned from Mexico and is ready to go. \$49,500



C&C 40, 1981. Left Bank is a great family cruiser/racer capable of long distance cruising with a beautiful blue hull and Wavestopper hard dodger. \$85,000



ISLANDER BAHAMA 30, 1994. A great 'pocket cruiser' with diesel, dodger and a comfortable interior, *Jak* was one of the last of these popular designs built. **\$29,000**

ADDITIONAL SAILDOAL	LIGITIAL	LIGITIAGO.		
Swan 59	1985	\$359,000		
Swan 47	1977	\$135,000		
Hunter Passage 450	1999	\$235,000		
Custom Bob Smith 43	1985	\$49,000		
Grand Soleil 43	2001	\$325,000		
Ohlson 41	1967	\$53,000		
Cal 40	1981	\$85,000		
Farr 40 Carroll Marine	1997	\$159,000		

Coronado 35	1971	\$20,000
Santana 35	1979	\$33,500
Sydney Yachts 32	2002	\$168,000
Vestsail 32 Sloop	1971	\$32,500
slander Bahama 30	1984	\$29,000
antana 30/30	1983	\$18,000

TOWLIL		
Cooper Yachts 10M	1988	\$92,000
Marshall Californian 34	1983	\$59,900
Silverton F/B Sedan 34	1978	\$32,000
Silverton 32	1997	\$70,000
Chris Craft Crowne 30	1994	\$48,000
Chris Craft Const. 30	1965	\$20,000
Bavaria 290 Sport	2003	\$141,600
Carver Monterey 2987	1985	\$23,900
Uniflite Sport Sedan 28	1973	\$24,950

www.yachtworld.com/nelsonyachts
www.nelsonyachts.net



Rated #1

in the latest ARC survey and in recordsetting nonstop solo circumnavigation

172 skippers in the 2002 ARC completed the Yachting World Gear Survey. Equipment was rated on reliability, user-friendliness and value for money. We quote: "Windvane steering has been featured every year - a sure indication of its consistent value on the Atlantic crossing...everybody who had a Monitor loved it and scored accordingly, putting it some way ahead of its rivals, particularly for ease of use." In comparison with ten other categories of equipment (computer, GPS, watermaker, radar, autopilot, etc.), the Monitor windvane scored a second overall after a diesel generator.



ft aluminum cutter Taonui. "Thanks Scanmar, for making such a reliable piece of equipment. Our Monitor has been on the boat for 110,000 miles including two circumnavigations via the Southern Ocean. It has kept a steady course in winds from 5 to 50 knots without complaint and with very

little maintenance." - Tony Gooch

Backed by 26 years of database, Scanmar manufactures a complete range of windvanes of different principles and sells factory direct with worldwide technical assistance.

INTERNATIONAL

Manufacturer of Marine Self-Steering







432 South 1st Street, Pt. Richmond, CA 94804 USA Tel: 510 215-2010 Fax: 510 215-5005 email: scanmar@selfsteer.com • www.selfsteer.com Call Toll Free: 1-888 WINDVANE (946-3826)

LETTERS

↑ AN ECONOMICAL WAY TO SAIL THE BAY

After reading about finding ways to sail the Bay without spending a fortune — the December Letters on trailerable boats — I want to suggest another possibility: partnerships.

In October of 2000, three of us, who had been friends for over 15 years, purchased a wonderful 1981 Newport 30 through the Latitude Classy Classifieds. We each had a budget of \$6,000, and wanted a 30-footer that would be comfortable and safe on the Bay. When we saw the Addiction, we knew we had found a gem. We took her for sea trials and then had a professional survey. The surveyor had us do a 'noon hang at Svendsens and said, "Buy this boat." Since the three of us had very little sailing experience, we offered the previous owners one week a month for a year in exchange for show-

ing us the ropes, so to speak.

At this point there are four partners, and we all put in \$75 per month (\$900 per year) to cover slip fees and miscellaneous expenses. We each have one week — Thursday through Wednesday — a month where the boat is 'ours'. During the rest of the month, we just email each other and see when she is going out. If the boat is not being used on a particular day, then another partner can go sailing. If Partner A is going out on Saturday, that usually means the boat is available on Sunday. We have all found we can sail as much as we want — I average about 50 days a year — and we can also trade days and the like. Every other year we paint the bottom and do general maintenance, so money in the kitty goes towards that. We also put up the additional funds to cover the yard bill, which is usually somewhere between \$300-600 each.

Lastly, if a partner wants to relinquish their portion of the partnership, it is their duty to submit the classified ad and sell their portion to a new partner. This includes showing the boat and sea trials. The other partners have the right to turn down the prospective partner if said partner does not get

unanimous approval for whatever reason.

All in all, we have had a very successful partnership, with everyone getting plenty of time to sail the Bay. We highly recommend boat partnerships as an economical way to enjoy one of the most beautiful cruising grounds in the world.

Folks can visit www.addiction30.tripod.com to read about our adventures on the Bay and beyond. For others interested in Newports, be sure to check out our "Related Links" for more info on Newports and cruising stories from around the world. Through our partnership I have become 'addicted' to sailing, and have dreams of sailing to New Zealand some day.

If anyone wants more info on partnerships, please contact me through our website.

> Craig Russell Addiction, Newport 30 MKIII

Readers — Given the right combination of people, boat partnerships can dramatically reduce the costs of boat ownership. If you've had experience with boat partnerships — good or bud — we'd love to hear from you.

14THE CHANCES OF HITTING A WHALE

We have been making yearly voyages down the California coast and back up for the past six years. As others making the trip know, whale sightings are very common. We have seen many different displays of whale behavior: breeches, spyhops, slapping flippers and the normal surfacing for a blow followed by the tail raised out of the water.

To encounter so many whales in a boat doing seven knots makes me realize that the whale population along the coast is large. Unless the whales can manage to avoid boats, it seems

SHOP AT SUBSEN'S

CHAIN STORE
CHAIN STORE
CHAIN STORE



WHETHER YOU COME IN TO BUY TWO SCREWS OR TO RETROFIT YOUR ENTIRE BOAT, SVENDSEN'S PRIORITY IS TO SATISFY EVERY CUSTOMER! WE PROVIDE:

- Friendly and experienced boaters to assist you 7 days a week
- **M** Discounted pricing on ALL product lines ALL THETIME
- A complete inventory with EVERYTHING you need for your boat
- A full-service rig shop staffed by expert riggers
- A local business that values you as a customer

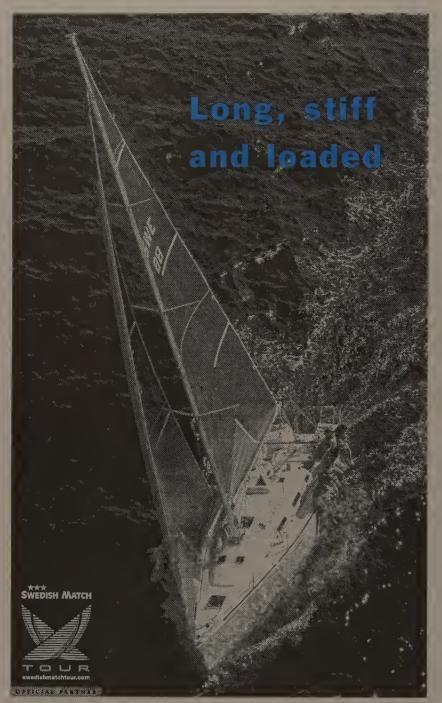


Visit Our Chandlery 7 Days a Week, or Shop Online at www.svendsens.com



Located in the Alameda Marina

1851 Clement Avenue • Alameda, CA 94501 • Chandlery: 510.521.8454 • Boat Yard: 510.522.2886



Patented MDS concept (Multi Directional Support) – mast section and full batten cars interact to prevent side load friction.



The new Seldén mast has a distinct fore-and-aft elongation, making it longitudinally stiff. Higher forestay load is obtained and the need for runners is reduced. Racing or not, we're all looking for top performance, aren't we?



www.seldenmast.com

Seldén Mast Inc. USA, Tel 843-760-6278, Fax 843-760-1220, info@seldenus.com In Canada: Lightship Marine Tel (604)921-4446, Fax (604) 921-4486, lghtship@axionet.com

LETTERS

that the chances of hitting one are not that slim.

Indeed, it was sometime after midnight in July 2002 that we found ourselves in very nasty conditions in Windy Lane just north of San Miguel Island. The wind had increased dramatically after we rounded Pt. Conception, and the seas had



There are so many whales around, that they're starting to wave to cruisers.

d the seas had built to a threatening size. We were sailing under a double-reefed main and had just made the decision to head up to the protection of the lee shore near Santa Barbara when I

felt a familiar sensation from my two decades of sailing south of the San Mateo Bridge — the stern rose and the boat came to a complete stop as the keel dug into the soft mud.

I suddenly realized it couldn't be mud as we were in 300 feet of water. I immediately looked over the stern to see the familiar pattern on the water surface that is left by a diving whale. We'd hit a whale!

We still wonder about the whale, and feel terrible about possibly harming one of these gentle giants that have given us so much joy over the years. We also realize that we were very lucky. At the speed we were traveling, the collision could have easily damaged our rudder.

I've never seen a floating container along the California coast, but I've seen hundreds of whales. I now know that your chances of hitting one are not that remote.

Dudley Gaman Kia Orana, Catalina 36 Coyote Point Marina

Dudley — We're delighted to see that the whale populations along the coasts of California and Mexico have made dramatic comebacks, but we agree, it's getting dangerous. Years ago, we heard about experiments in which boats sent out noise to alert whales to their approach. It would be great if something like that could be perfected. We'd be the first to buy one, both for our sake and that of the whales.

↑UTHE 'FATHER' OF GPS

In the November issue, you wrote the following about the 'father of GPS':

"Although we don't believe he ever set foot on a sailboat, we note the passing of Ivan P. Getting, who died at age 91 in Coronado last month. Getting, a cold war scientist and staunch patriot, is generally attributed as the visionary behind the creation of the Global Positioning System, GPS. He considered it a boost to our national defense. Little did he dream it would also become the most important navigational tool for sailors — and hikers, fliers, etc. — since the sextant."

My father was, in fact, a sailor. Dr. Ivan A. Getting began to realize his dream of sailing in 1950 on a 36-ft chartered schooner out of Marion, MA. He owned three cruising boats: a Nova Scotia-built wooden schooner *NIP*, one of the first production fiberglass boats, the Bounty ll *Fair Lady*; and a beautiful Calkins 50 wooden sloop *Sirenia*. He sailed for 40 years, in New England, Southern California, the Caribbean, and in Mexico. He sailed *Sirenia* back from Mazatlan in the dead of



Build memories for a lifetime... Bring your family to the boat show!

January 30 - February 8, 2004 Alameda County Fairgrounds, Pleasanton

1,000 boats up to 70 feet and boating accessories for every need... plus seminars and classic yacht displays

More info at 1-800-698-5777 • Discount tickets available at www.ncma.com

Only in a Boat!

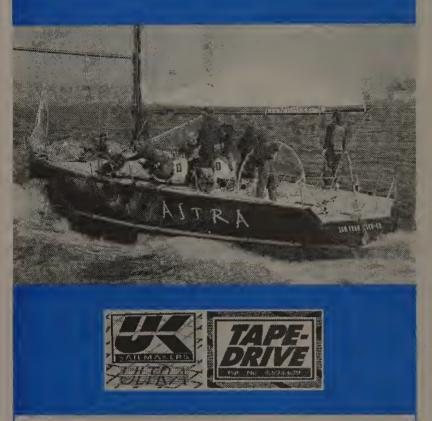
Produced by the Northern California Marine Association

CHOICES NOT GIVENS

SMOOTH NOT BUMPY

SHAPED NOT MOLDED

HEROES NOT ZEROES



UK'S CONTINUOUS LOADPATH SAILS HAVE POWERED UP SURPRISING RESULTS.

Tape-Drive® and UK Ultra® are the most advanced sail-building systems afloat, delivering better shape-holding and longer life for cruising as well as racing. By aligning structural members with load paths, UK can eliminate unnecessary material and weight without compromising shape, strength or speed. The UK Ultra process lets us create shape and structure simultaneously and uniquely for the lightest possible – yet affordable – high tech sails. And owners who have chosen our Spectra Tape-Drives can cruise and race without having to re-rig their sails.



SAN FRANCISCO

451 W. Atlantic, Ste. 115 Alameda, CA 94501 (510) 523-3966 Sylvain Barielle, Synthia Petroka, Jason Crowson

www.uksailmakers.com

LETTERS

winter. No trucks for this man.

Ten years of sailing the fog-bound southern New England coast instilled in Ivan a great desire to be able to navigate reliably at sea. Memories of casting a lead line while approach-



While accepting the Draper Award at the National Academy of Engineering in Washington DC last January, Ivan Getting speaks about the development of GPS.

ing the beach on Martha's Vineyard in the dense fog with only dead reckoning to estimate position would make anyone want a better way to navigate. The New England coast was a land of lighthouses. They were principal among the aids to navigation at that time.

When Ivan championed the GPS system beginning in 1960, it was top secret. It was, of course, built for the military, which still foots the bill. Later, when the system became known and free to the public, my father referred to GPS

— which enables us all to navigate reliably — as "lighthouses in the sky." I think the phrase came from an approach to Woods Hole, MA on a dark night in 10-foot seas made of black ink. Five lighthouses were visible simultaneously. We found our way.

GPS was born at sea in the mind of a man who sailed longer than many of your readers have lived. It was born on the moving deck of a sailboat by a man whose dream of sailing had come true. He dreamed, and we all benefited. And, yes, he did know how to use a sextant.

Yours is a journal of seafaring folk. Ivan A. Getting, the father of GPS, was of that clan, beginning over half a century ago. He died less than a year after sharing the National Academy of Engineering's coveted Draper Award for the development of GPS, his proudest accomplishment among many. The mast of his last boat, *Sirenia*, was visible from his kitchen window the day he died.

Ivan C. Getting (Sailor and son of Ivan A. Getting) University of Colorado Boulder, Colorado

Ivan — As the son of the 'father of GPS', what do you think of our idea that all non-U.S. users of GPS should pay a \$20/ year fee for the use of the system in order to repay U.S. taxpayers who financed it through the U.S. Department of Defense? After all, why should they get something of such tremendous value for free?

↑UCOULD I GO CRUISING BY THE END OF THE YEAR?

Ahoy. I wish to purchase a bluewater cruising boat and sail her to Easter Island by way of the Galapagos. One small detail — I've never sailed before. It's also December. I'm looking for help in how to best attack this goal — apart from waiting until spring.



For 25 years people to sail with confidence. Join us in celebrating our Silver Anniversary.

25% off any class

Take your class anytime in 2004—limited to one class per client

- 25% off all gear in our Pro Shop Top brands including Gill, S.O.S., Pelican, Chapin and more
- > \$250 off OGSG Membership

Start your membership anytime in 2004



Basic Keelboat **Certification Course**

Standard \$890.00 Anniversary Special \$667.50

You save **\$222.50**



Brochure!

Ouestions?

Need help ordering?

Please call our friendly staff

800.223.2984



san francisco bay

visit us online:

www.ocscsailing.com

AVIGATOR School of Seamanship presents

SUCCESSFUL OCEAN PASSAGES

A real life, hands on learning experience at sea

Two days in the classroom ⇒Five days aboard the new Sea Education Association 135' Brigantine, the Robert C. Seamans sailing from

Los Angeles to San Diego August 24th-30th, 2004

Accommodations are modern, clean and comfortable. THE FOOD IS SUPERB.

Enrollment limited to twenty berths.

\$1500 all inclusive except housing and dinner during the two-day shore component.

OUR 2004 SEMINAR SCHEDULE OF WEEKEND SEMINARS

Organized by OCEAN NAVIGATOR, these intensive courses are taught by seasoned mariners whose basic objective is to help you become self reliant at sea. Course content is intermediate to advanced, but all seminars begin with a review of basic skills.

COURSE	WHERE	WHEN
NAVIGATION, BASIC TO STATE OF THE ART	Annapolis, MD San Francisco, CA	March 6-7, 2004 March 27-28, 2004
MODERN ELECTRONICS FOR YACHTS	San Francisco, CA	March 13-14, 2004
INTRODUCTION TO CELESTIAL NAVIGATION	Annapolis, MD San Francisco, CA	March 20-21, 2004 April 3-4, 2004
UNDERSTANDING METEOROLOGY & MARINE WEATHER	Annapolis, MD San Francisco, CA	February 7-8, 2004 April 17-18, 2004
VOYAGE PLANNING & HEAVY WEATHER SEAMANSHIP UNDER SAIL	Annapolis, MD	Feb. 21–22, 2004
INTRODUCTION TO OFFSHORE EMERGENCY MEDICINE	Yorktown Heights, NY	March 13-14, 2004
YOUR OFFSHORE MARINE MEDICAL KIT & HOW TO USE IT	Yorktown Heights, NY	March 15, 2004
MARINE DIESEL ENGINE OPERATION & MAINTENANCE	Kennebunkport, ME	April 24, 2004
MARINE ELECTRICAL SYSTEMS OPERATION & MAINTENANCE	St. Petersburg, FL	February 28-29, 2004

TO REGISTER OR FOR MORE INFORMATION CONTACT

Dave Jackson OCEAN NAVIGATOR School of Seamanship P.O. Box 760, Rockport, Maine 04856 Phone/Fax 207-236-7014 E-mail: education@oceannavigator.com Or visit www.oceannavigator.com

IFTTERS

What sort of vessel am I looking for? My budget is limited to just over \$50,000 to go to sea. Something says ketch, for they have smaller sails per given sail area, which suggests easier handling, and the mizzen would appear to be valuable in heavy weather. Are these suppositions correct, and are they important? I understand already that I'm talking a large displacement/length ratio for a bluewater cruiser, and therefore it will be slow, but, of course, I want the room. I hope to get my speed from having the longest waterline within my

Comparatively, if I buy a cheap vessel in poor condition and spend a fortune to have it professionally refitted, would I be better off than with a newer and more expensive boat? A more simple question; Do boats just go to utter rot, and cheap

is cheap?

I have read the Handbook of Sailing. Recognizing the limitations of what can be learned from a book, it appears rather simple in principle. Children can sail, after all. Is this a skill one can teach oneself, or are qualified lessons the only sen-

sible way to learn?

When it comes to the time frame, I have a substantial leg up with respect to navigation and meteorology - we landlubbers have weather, too. I'm hoping to buy this vessel in early 2004, learn to sail it summer/fall 2004, and head for the southern hemisphere in early 2005. Is this wildly optimistic? I'm a bright lad, but wonder if a feller can learn to sail well enough for bluewater in a single year? I do not plan to go alone, although not necessarily with crew more experienced than I. Considering logistics, regulations and so forth, what time frame would be realistic for me?

I think you get my drift, which is that I currently know just enough to be lost with all hands. Please toss me some suggestions, including, if you must, evaluations of my san-

> TIA Silverhawk

TIA - If you have passion, at least average intelligence, and \$50,000, there's no reason you can't safely cruise to Mexico this fall and the South Pacific early next year. Lots of folks have learned to sail and bought and prepared a boat in such a

Take it from someone who has never taken a sailing lesson, the most important thing you can do is take sailing lessons rather than try to teach yourself or learn haphazardly from friends. However, we might suggest waiting until March so you'll be able to learn in reliably strong winds. In addition to the basic classes you might take on the Bay — a great place to learn — you should also sign up for one or more three-day offshore adventures to Catalina or the Channel Islands. This will not be money thrown away, but rather a good investment in your future cruising pleasure.

Come the third week in March, you should fly down to Puerto Vallarta for the Banderas Bay Regatta. There are three days of fun racing, so if you play your cards right, you'll be able to crew on three entirely different kinds of cruising boats. In addition, you'll be able to walk the docks and see hundreds of other boats that have been cruised to Mexico, and talk with their owners. If you want, you could easily get a crew position on a boat going up to La Paz or down to Acapulco.

As soon as the Beer Can Races start in April, you should participate as frequently as possible as crew. Yes, we know you're not interested in racing, but that's not the point. Your goal should be to observe others having a great time with their boats while maneuvering at high speed in close quarters, and



A FAMILY OWNED & OPERATED BUSINESS FOR THREE GENERATIONS

MARINE PARTS & ACCESSORIES, PLUS A COMPLETE HARDWARE STORE

"DISCOUNT PRICES WITHOUT THE ATTITUDE"

FORCE 10

3 Burner Propane Stove



Whale Pt. \$109900 Other models available with discounts.

FORCE 10 **Water Heather**

Stonless Steel 12V with heat



6 gallan • #406011 • NOW \$24900 11 gallon • #411011 • **NOW** \$29900 18 gallan • #418001 • **NOW** \$39900

WALKER 8'-10' Dinghy

Very affordable. Converts from row boat to soilboat to motorboot. Polypropylene hull. Comes with oors. Soil kit aptional.



8'Dinghy: \$59900 10'Dinghy: \$899 9' Rib Dinghy: **NOW ONLY** \$99900

GLL Foulweather Gear



MR HEATER **Portable**

CHILLY?

It's o great little portable heater for those chilly mornings and foggy evenings



Indoor sofe propone heater.

2004 CALENDARS



Mony styles ovailable: Woodenboot, e Seo, Moriners Book of 40% OFF agement Book, 7 of Boating, by Areo Tide Colendor ...

CLOCKS & BAROMETERS





Different styles ovoilable.

NOW \$5995 to \$22995 + extra 10% OFF!

NOW \$1445 to \$29925 + extra 10% OFF!

205 Cutting Blvd, Gorner of 2nd, Richmond **510-233-1988** • FAX 233-1989

Mon-Fri: 8:30am - 5pm • Sat: 9am - 5pm • Sun: 10am - 4pm www.aceretailer.com/whalepoint • Email: whalepoint@acehardware.com

IFTTFRS

to sail on as many different types of boats as possible. When the Master Mariners Regatta rolls around on Memorial Day, make sure you get a spot as crew for that event, too. During the race, observe how the various kinds of rigs perform in different conditions.

By June, you could have finished several basic sailing courses, been out sailing at least 50 times, been offshore a couple of days, and sailed on scores of different boats. By this time you'll have started to develop quite a bit of confidence, as well as a good idea of what kind of boat appeals to you — and it might be something entirely different than what appeals to

By the end of July or August, you should be able to find a decently-equipped boat that easily fits into your budget. We suggest that you avoid complicated fixer-uppers, because you don't know enough about boats at this time to properly evaluate them. It would be better for you to get a simple boat with gear that works. Once you buy your boat, sail her three or four times a week on San Francisco Bay, and at night, too. By September, cruise her down to the Channel Islands and Catalina for offshore and anchoring practice. Do the Ha-Ha at the end of October. Cruise the Sea of Cortez in November and December, and mainland Mexico from December to March not forgetting the Banderas Bay Regatta in March. The first week in April, head off to the Galapagos, French Polynesia or

The only thing preventing you — or any other person with \$50,000 — from following this plan is a lack of desire.

↑UIT DOESN'T SEEM LIKE LATITUDE

I know I may seem curmudgeonly, but while making fun of some dope-smoking Richardson Bay anchor-out might seem amusing to some, I didn't care for the funny caption contest that appeared in the December 8 'Lectronic Latitude at the expense of someone who has lost their floating home. It doesn't quite fit the Latitude attitude, does it?

Dave Wilhite Sausalito

Dave — No, it doesn't. But there are several sets of mitigating circumstances. First, the Wanderer, who knew that the 'customized powerboat' had at one time been a floating home, was out of town. The editor who put the photo and item in 'Lectronic was not aware of that. Had he been, we're sure he wouldn't



Unfortunately, sometimes a lack of regulation leads to chaos.

Second, according to Richardson Bay Harbor Administrator Bill Price, the onetime powerboat had sunk before the big storm came in. In other words, the owners were responsible for leaving a hazardous wreck in a popular anchorage. Had this been the case with any mariner but an anchor-out, we think the Coast Guard would have been all over them demanding the wreckage be removed and handing out fines. And with good reason, for we're told that when the storm came, the trimaran, swinging on her hook, ended up on top of the sunken



HAULOUTS 20' to 80'

HAULOUTS ON SHORT NOTICE...

CALL US!



SAND AND UNTING

FULL SERVICE BOATYARD:

- COMPLETE PROPELLER SHOP
- ELECTRICAL REPAIR & INSTALLATION
- FIBERGLASS BLISTER WORK
- ✓ LPU PAINTING
- ✓ SHIPWRIGHTS CAULKING & CARPENTRY
- COMPLETE MACHINE SHOP

- GAS & DIESEL FINGINE SERVICE
- MAST & RIGGING REPAIR
- SANDBLASTING
- FIBERGLASS & GELCOAT REPAIRS
- ✓ USCG CERT. WELDERS STEEL / ALUMINUM
- INSURANCE WORK WELCOME

NEW! 88-TON TRAVELIFT HANDLES UP TO 23' BEAM!

1-800-900-6646

(510) 237-0140

Fax: (510) 237-2253 • www.bay-ship.com STEVE TAFT, MANAGER

310 WEST CUTTING BLVD. • POINT RICHMOND, CA 94804



Pre-Cruised Best Buy



Rare '01 Jeanneau Sun Odyssey 52.2 - Loaded! - \$499,995



98 Hunter 450 — \$199,950 -Best Buy!



'01 Hunter 320 - \$79,995 Loaded w/ Gear!



'99 Mainship 430 \$379,000



'02 Mainship 390 \$229,995



'01 Mainship 390 \$199,950







Hunter 320 - \$79,000 Hunter 310 - \$65,000 Hunter 310 - \$59,995





Hunter 30 - \$42,000

Hunter 290 - \$69,500 Hunter 29.5 - \$45,000

Cruising Specialists

1120 Ballena Blvd. Alameda, CA 94501

Particulars believed correct but not guaranteed. Sisterships may be shown

floating home. The former powerboat/home is destroyed and will be removed — presumably at taxpayer expense.

As for the trimaran, it had been swinging in such a wide arc that the owner of a nearby Knarr decided he had to reduce the scope on his anchor to avoid being hit. Not long afterward, the Knarr's anchor dragged and she ended up on the Tiburon shore. Luckily for her owner — and the citizens of Tiburon — Price was able to pull her off the beach.

We're sympathetic with the concept of anchor-outs — but our sympathy wanes at the point when individual or collective irresponsibility impinges on the safety and pocketbooks of others. As such, for the safety of all, we think that all long-term boats in Richardson Bay should be required to be on independently-installed and maintained moorings which are inspected annually for minimum safety standards.

↑ JOLIGA JOHN HAD A HEART ATTACK

Hello from Califia, a wooden boat built 43 years ago in Southwest Harbor, Maine. We're anchored off Liapari Island near Vella Lavella in the Solomon Islands, and John Sloboda's Oxnard-based Ranger 30 JoLiGa II is on a mooring 300 feet from us.

JoLiGa II is secure and being closely watched by Noel Hudson, a Kiwi engineer and owner of a small marina in this lagoon, because last week John was flown from Gizo to Honiara to Brisbane to Guam Naval Hospital for treatment of an infected foot and uncontrolled diabetes. We haven't gotten any updates in the last week, but know that he had a heart attack after his first surgery to amputate one foot and possibly a leg. He was reported to be comatose most of the time. There is only a "guarded" prognosis for his recovery.

Since John has so many friends in Mexico and across the South Pacific, we hope you can pass this information along. We met John in Tahiti, and were inspired by his tales. We talked with him on SSB while he traveled from Australia to the Solomons this year, and were planning a Thanksgiving day reunion with him in Gizo. As Latitude readers know, his story of falling overboard off Panama and having to swim around for nine hours before being rescued — as retold in the February 2003 Latitude — is a classic.

It should be noted that Fred Roswold and Judy Jensen of the Seattle-based Serendipity 43 Wings did extraordinary work in getting John out of the Solomon Islands. Fred also did an extremely detailed computerized inventory of what was aboard JoLiGa II, as well as moving her to this beautiful, secure mooring area.

Keithie Saunders in Honiara, an agent for the U.S. Consul, has been extremely helpful in handling John's paperwork and facilitating John's travel out.

Glenn and Glenna Owens Califia Solomon Islands

Readers — When Sloboda did the Puddle Jump in '99, he was 67 years old, which tied him for the oldest participant that year. A short time before he'd nearly died of a collapsed lung, so figured he didn't have anything to lose by trying to cross the Pacific. We certainly hope he pulls through, but at least he's had four adventurous years in the Pacific, doing what he loves the most.

Î\$\$\\\PLAGUED BY LOVE

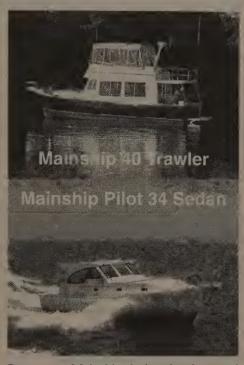
This letter has nothing to do with boating, but rather my love for a boater. I hope you find it in your hearts to publish

OPEN HOUSE & BOAT SHOW PRE-SALE January 16-18, 2004 • 9am-5pm

- Preview the new '04 models
- FREE Northern California Boat Show Tickets for all attendees
- Complete information on factory authorized Boat Show Specials
- Additional preview savings available on boat show display models
 - Special boat show financing with up to 30 year terms
 - Guaranteed early delivery for boating season
 - FREE refreshments



Buy a new Hunter during the show and get a FREE equipment package! For example, buy a new 420, 456 or 466 and receive FREE: Davits, Hunter Liberty Dinghy, Yamaha 2.5hp 4 stroke Outboard, Raymarine ST7001 Autopilot, Bimini Top and Cockpit Stereo.



Buy a new Mainship during the show and get a FREE Raymarine electronics package! For example, buy a new Mainship Pilot 30 II Rum Runner Sedan and receive FREE: VHF Radio, Antenna, ST60 Tridata, GPS w/ WAAS Receiver, Color Chart Plotter, 4KW Radar & ST6000 Autopilot.

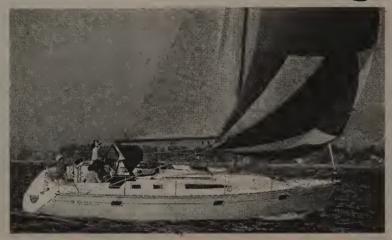


Buy a new Jeanneau during the show and get a FREE Raymarine electronics package! For example, buy a new Jeanneau 43 and receive FREE: ST6001 Autopilot, Windwatch & Repeater, Tridata & Repeater, RL70 Color Chart Plotter, VHF Radio, and Masthead Antenna.

Make 2004 your best new year ever! Come to the Boat Show Pre-Sale, get the full details on factory Boat Show deals & FREE tickets to the Northern California Boat Show, January 30 — February 8, 2004, Alameda County Fairgrounds, Pleasanton.



Earn \$\$\$ While Sailing!



Club Nautique and other leading sailing schools offering US SAILING Keelboat Certifications need qualified, professional, sailing instructors and have part-time and full-time openings available now. If you would like to train to become a sailing instructor, sign up today for our 3 day

Instructor Development Course

March 23-25, 2004

You will learn:

- How to become a professional sailing instructor
- How to teach on the water
- How to make a classroom presentation
- How to earn your US Coast Guard captain's license
- How to earn your US SAILING instructor certification
- About current and future job opportunities
- Risk management and safety procedures

The course fee is \$495 and includes the US SAILING Instructor Manual, the US SAILING Basic Keelboat textbook and all other necessary materials. For more information and details on eligibility, please call David Forbes at 1-800-343-7245 today and learn how you can earn money while sailing!



1150 Ballena Blvd., Alameda, CA 94501 www.clubnautique.net

LETTERS

Some people say that you don't understand a thing called love at age 16. I know firsthand what love is, and I was reluctant to let it go — even though my love was for an older, married man. He was a father figure, a friend I felt I could tell anything to.

One day he came to me and whispered the words I thought I'd never hear from anyone: "I love you." He kissed me on the cheek and left. He didn't wait for me to reciprocate. He didn't

expect anything.

We'd talk on the phone and tease each other.

The hardest part was keeping it a secret from my mom. Her boyfriend didn't care. After all it was his best friend's attention I held.

We would go out to breakfast as a big group. My mom, her boyfriend, and a few others.

The relationship lasted about three months — even though my mom found out after the first month and forbade it.

The man and I still found ways of seeing each other or talking. I don't think my mom was very concerned — until the man's wife found out. After that there was hell to pay. Yet we still talked and saw each other.

Then one day everything changed, and he stopped calling. I don't see him anymore. Yet I still love him to this day. I don't know why I was plagued by love, but I hope I find it again soon.

K.B.

Former crewmember of the sailing vessel *T*

K.B. — Sailing magazines don't get letters like yours everyday, and frankly, we're not sure we know what to make of it — which is why we used initials for your name and the boat name. We presume that you knew/know that 'love' between a 16 year-old girl and a married man can, depending on the extent, be felonious. It can also be very unhealthy. So if you're having trouble finding love again, or possibly feeling ill effects from that relationship, we urge you to share your feelings with a therapist.

↑↓THE GOOD AND THE BAD

I want to thank the Wanderer for his great service as the Grand Poobah of the Baja Ha-Ha, as well as the others who made it happen. It was such a great event! After years of finding excuses not to join the fun, my son Tor and I, with crewmember Kelly O'Day, sailed our Liberty 458 *Charissa* in this year's event. Although there were some unusual happenings this year — from the smoke and ash in San Diego to the strong winds in Bahia Santa Maria — we thoroughly enjoyed ourselves. We were very impressed with the equal treatment shown to all, young and old, small boat or large, new boat or old. We were also impressed, but not surprised, with the generosity of all the participants, who were always willing to assist others with parts, medicine and expertise.

There are also two people who didn't participate in the Ha-Ha that deserve recognition. They represent the good and the bad of this year's event for us. The first is Pat Fuze, the Heart Inverter rep in San Diego. Our inverter crapped out on us on the way down from San Francisco, and we arrived in San Diego on a Sunday, the day before the start in the midst of the firestorm. Despite it being Sunday afternoon/night, and despite the fires and a family at home, Pat spent four hours replacing the inverter and rewiring a few things on the boat! I found him incredibly competent and quick. He was great!

In contrast, there is a second person who made my life miserable on the Ha-Ha. He was a skipper we met at the Crew List Party who agreed to sail with us down to Cabo, and then, The Crew at

MARINER BOAT YARD

Wishes You

A Happy, Healthy & Prosperous New Year



May we all lose weight, grow hair and have all our boat work done at Mariner Boat Yard. (At least that's my wish.)

Once again, thanks for all your support in the past.

We look forward to seeing you in 2004.

Remember

- Bow thrusters make life easier on sailboats
- We sell Honda outboards and Aquapro RIBs
- To come and see us at the Pleasanton Boat Show, and see the World Class Cat designed specifically for Northern California



Call today to schedule your service.

Early and Late Appointments
FREE PICKUPS IN THE ESTUARY



"I wanna give it away but my wife won't let me."

Pete Van Inwegen, Owner/Manager

(510) 521-6100 • (800) 65-MARINE • Fax (510) 521-3684

EMAIL: pete@marinerboatyard.com • website: marinerboatyard.com

Located at the foot of Grand Street, Alameda, California • Please call today for prompt scheduling



Get Ready for Pacific Cup!

Start Pacific Cup preparation early with race-tested systems from Waypoint and HF Radio on Board.



ICOM's M802 Marine
SSB Radio offers great
functions--alpha numeric
tagging, simple channel
programming, rugged
construction, remote
mounting controls, and
e-mail friendliness--plus
digital selective calling.
Just \$1769 for radio

with emergency SSB antenna (Pac Cup requirement; \$69 value). Call for packages with tuner and e-mail.

Turn your GPS and laptop or PDA into a <u>complete</u> marine or land navigation system with *Fugawi Marine ENC* software-it even includes new detailed S-57 charts for U. S. Waters! Just add your GPS and cable.



Packages include:

- * Navigation software for real-time plotting
- * Coastal planning charts
- * NOAA ENC vector charts of coastal waters
- * ACOE ENC vector charts of inland waterways
- * U. S. Street maps

Complete package just \$194.95!



Mscan Meteo helped successful racers predict the weather with fax data. New Mscan Meteo Pro goes even further with easy-to-use fax, text, GRIB, and voice forecast management. \$199.95.





H.F. Radio On Board

Communication is our business!

(510) 814-8888

1813 Clement Avenue Alameda Marina, Bldg. 24 Alameda, CA 94501

www.waypoints.com - www.hfradio.com Tues.-Fri., 10 am-5 pm; Sat., 10 am.-3 pm Closed Dec. 25-Jan. 5--Happy Holidays!

Call for our free catalog--(510) 769-1547

LETTERS

since I had to return to San Francisco immediately, skipper the boat back to San Francisco. I interviewed a number of prospects, both at the party and in response to my ad in *Latitude*, showed them the boat, and turned down a bunch of other qualified people in selecting this individual. Then, just two nights before we were scheduled to depart for San Diego, which was just four days before the start of the Ha-Ha, he left me a message saying that he had changed his mind!

You can imagine our distress, since we had no time to find a replacement. The people I had interviewed had committed to other boats or were no longer available. As a result of spending a considerable amount of time looking for a skipper during the Ha-Ha, Dustin Fox, one of the crew members aboard the Swan 65 *Cassiopeia*, offered to skipper our boat back. Thank you Dustin!

Anyway, I felt it important to bring this person's lack of commitment to the attention of others who may consider him for crew in the future.

Wayne Emard Liberty 458, *Charissa* Sausalito

Wayne — Since we can't contact the man who was supposed to be your skipper for the trip back for his side of the story, we've left his name out. Let it be known, however, that skippers and crewmembers bailing at the last minute — and making life very difficult for boatowners — is an unfortunate fact of sailing life. As such, we always try to have one or two backups.

We're delighted you enjoyed the Ha-Ha.

↑UTRUST WEATHER REPORTS FROM SAILORS

The letters in the September and October issues about weather forecasting in the Sea of Cortez prompted me to write — although I don't want to enter the fray about the quality of any particular person's forecasts. Suffice it to say that, like most sailors, we aboard *Solstice* are concerned about the weather. And although we try not to be too preoccupied by it, we do take the time to get forecasts from a variety of sources — including voice broadcasts on the SSB, text email forecasts, and weather faxes.

In the three Pacific crossings that I have made, I have found that by far the best offshore weather information comes from other boats in your vicinity. You can get this information off of any of the cruising nets where boats check in with their current weather conditions. By actually taking the time to record what other boats are reporting, you can get a clear and accurate picture of the current weather around you. As you sail into this weather, that picture can almost be like having a crystal ball. I'll admit to being a bit of a nerd here, for I went as far as creating a spreadsheet on my computer to record and plot the reports from other boats. But it really does make a difference.

On our way down to New Zealand last year, we got advance details of an approaching front from a boat ahead of us that was checking in with the Pacific Seafarers' Net. From his report we knew to within less than an hour when we were going to get hit, from what direction, at what speed, and how long it would last. That allowed us to be well prepared — and all because we'd checked in with the net and actually paid attention to the weather that was being reported by the boats around us. Nothing comes for free, and this is no exception. Making use of the information on the nets takes a commitment of time and effort, but if you are following well-traveled routes, this a very good source of information.

Stockdale Marine

AND NAVIGATION CENTER

PO Box 1123, Carmichael, CA 95609-1123 • (916) 944-1606 • Fax (916) 944-2214

Visit Our Website and Cyber Brokerage – www.stockdalemarine.com

WALKER BAY BOATS – Versatile HOLIDAY SALE!

Big boat dinghy or fun sailer. All boats come with oars and oarlocks. Sail kits available with all boats.

Rigid Inflatable Dinghies (RID) also in stock



SALE PRICES!

8 ft. Dinghy \$439 9 ft. RID \$999 10 ft. Dinghy \$799 10 ft. RID \$1,399



Styled in the 1900 Cape Cod Cat heritage
Quality construction in modern fiberglass, stainless steel and teak.

The SunCat

LOA 17'4" LWL 15'0" Displ: 1500 lbs.

Sleeps two. Easy to sail and trailer. Patented Mastender™ rigging system gives you five minute set up.

If you don't believe it, come and see it.

Horizon Cat

LOA 20'0" • Ballast 600 lbs LWL 17'9" • Draft (board up) 26" Beam 8'4" • Draft (board down) 60" Displ: 2500 lbs. • Sail area 205 sq. ft.

Remarkably expansive interior. private head. Complete galley. Sleeps two. Yanmar 9 hp diesel is optional. Great sailing qualities easily trailered, launched, retrieved. Patented Mastender™ system makes set up for sailing a snap.





FEATURED BROKERAGE BOAT







ROB ROY 23

Small boat cruising that is hard to beat. Designed by Ted Brewer for his personal use. With bunks for two, portapotti and full galley. The yawl rig allows

you to maintain a balanced boat easily.

A like-new 5hp Honda fits in a motor well.

A double-ender. This boat has never been in saltwater. Comes with heavy-duty trailer and like-new sails, and more!

Don't pass this up for only \$14,500!

General Specs LOA 23'5" LOD 22'8" Beam 7'2" Draft 1'6"/4'3"

GALL FOR DETAILS!

MORE BROKERAGE



30' Luger \$17,500

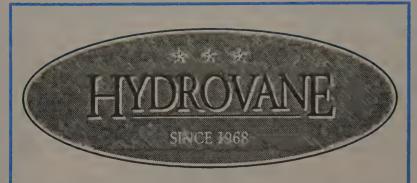


27' Catalina \$9,500



17' Montgomery w/trlr \$6,750

also: 14' Laser\$1,050 14' Sunfish w/trir\$450



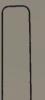
SIMPLY BETTER SELF STEERING

"We can't tell you how impressed we are with Hydrovane. After 40 years with various windvanes we have regarded them as temperamental in anything but the steadiest conditions. Hydrovane has changed all that. She is adaptable, tolerant of squally conditions, reliable to a remarkable degree. We particularly love the independent rudder and absence of lines leading back to the cockpit, a huge disadvantage of the servo-pendulum model we had before. Didn't know what we were missing!"

Andy and Liza Copeland, circumnavigators, authors of the 'Just Cruising' series of books.

Liza received the Ocean Cruising Club's 2003 award for 'the writer who has done the most to foster ocean cruising'

What Makes HYDROVANE Better?



- No unwieldy lines through the cockpit
- Back-up/emergency steering and rudder – 'ready to go'
- * Ease of operation, low maintenance and virtually indestructible
- * Superior in light airs downwind
- ★ Easy to install
- Ideal for 'off centre' installation to preserve steps and scoops
- * Excellent for all steering systems: hydraulics, centre cockpits, etc.

The Hydrovane has been perfected over 35 years with more than 4,000 units sold world-wide – each built by our master craftsman, Geoffery Town.

Hydrovane is owned by a westcoast cruising family.

See us at these Boat Shows:

★ London ★ Oakland ★ Southampton ★ Vancouver ★

SPONSORS OF THE BAJA HA-HA

www.hydrovane.com

www.iiyaiovaiie.com

604-925-2660 fax 604-925-2653

info@hydrovane.com

I FTTFRS

When I'm receiving a voice broadcast, I like to use an electronic voice recorder to copy what is being said. My recorder fits in the palm of my hand and can store up to an hour of recordings, organized as messages in three separate folders. I bought mine four years ago for about \$50, so I imagine that you could get a much more capable unit for that same price today. By recording the broadcasts I ensure that I don't miss any pertinent information. Because the recorder puts a time stamp on each recording, I can also store forecasts for a few days and review them to see how the predictions evolve over time

On a different subject, I wanted to comment on Eden's Magic Bullet letter in the October issue. It seemed like déjà vu. I sailed with Don and Betty Lesley during the '96 Half Moon Bay Race, and as we were passing the St. Francis YC, a large flat fish — flounder/sole/halibut — jumped out of the water, hit me hard in the shoulder, and flopped around on deck for a few seconds before splashing back into the water. The fish must have cleared the water by a good four feet, as we were sitting on the high side of the boat. Everybody onboard heard the noise, but nobody else saw the fish — although l had a large slimy fish print complete with scales on my shirt to prove it had happened. I would guess that this fish must have weighed at least 10 pounds, and can only imagine what the impact would have been like if we had been in a motor launch going 30 mph — as Eden had been doing. I don't know if my fish story provides any clues to Eden's mystery, but it was eerily similar in regards to the location, suddenness, sounds, and lack of witnesses. The big difference is that I saw what hit me.

P.S. We didn't go to Tonga and Fiji this year as planned because Eleanor had to fly back to the States at the last moment to take care of ailing parents. I'm staying here on the boat trying to eat through about a year's worth of food before it goes bad, with top priority given to anything with a label printed in Spanish or French!

Jim Hancock Solstice, Freya 39

San Francisco / Currently in Tauranga, New Zealand

Jim — Based on a month of following the weather for Profligate's voyage from Cabo San Lucas to the Eastern Carib-



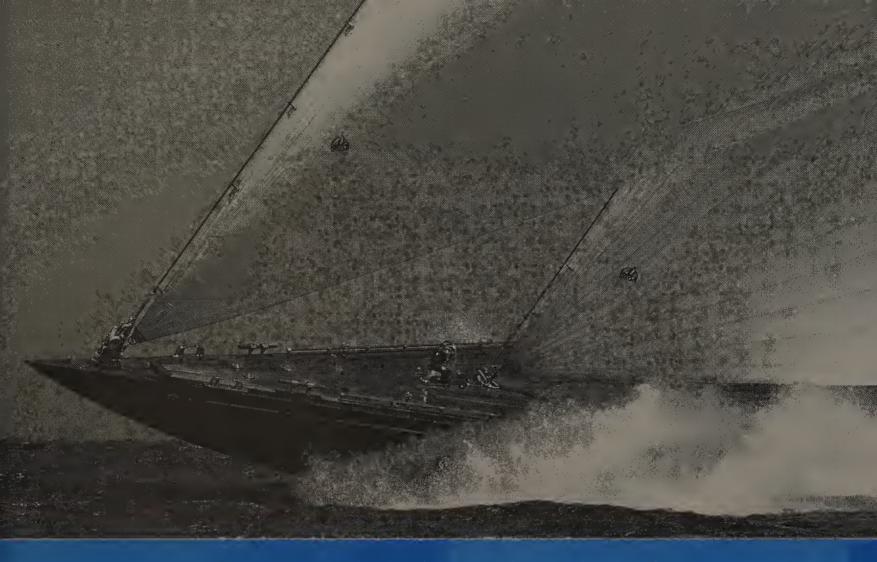
It is said that all politics is local, and seems to be true for the weather too.

bean, we'd have to agree that onsite reports from other boats are the most accurate. For example, it wasn't uncommon for American and French government forecasts for the same region to be at odds by 100%. Nor was it uncommon for Profligate to be bashing into 20- to 25-knot winds and nine-foot seas when the forecast for the entire re-

gion called for 10 to 15 knots and five-foot seas. In the Caribbean, at least, we'd take the official forecasts with a grain of salt.

↑USHE GETS A SNICKER OR FUNNY LOOK IN RESPONSE

My wife and I have done several bareboat charters in the Windward and Leeward Islands of the Caribbean. We were



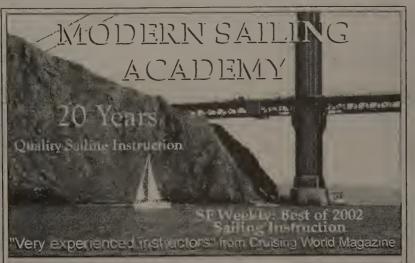
"We need world-class performance that's J-Class tough."

With proprietary fabrics such as D4 and OceanWeave" — along with our tightly woven Dacron — Doyle leads the way in building sails for the most demanding programs. Classic I-Boats to modern maxis such as Zana, Wild Thing, Tinan and Micorette all rely on Doyle to deliver high performance, combined with the strength and durability to handle extreme loads. Whatever you need a sail to de, Doyle makes it possible.

THE SAILMAKERS WHO WAKE IT POSSIBLE.



oli s ir Albinacko 510-528-9281 www.doviesoils.com



www.modernsailing.com

"THE BEST SAILING ADVENTURES"



ASA Certifications Offered: Bareboat Chartering (BBC) Advanced Coastal Cruising (ACC) Offshore Passage Making (OPM)



Nigel Calder & John Connolly Seminar

JANUARY 27th 2004

World renown author and speaker Nigel Calder and Modern Sailing's own Head Instructor - John Connolly will be offering their knowledge and distinguished background of these topics:

- Choosing a Cruising Vessel.
- Electronic vs Paper Charts in modern times.
- Heavy Weather Tactics.

Nigel and John both have thousands of nautical miles under their keels and offer unique perspectives as travelers and instructors.

January 27th, 2004 from 6 to 10pm @ The Golden Gate Yacht Club in San Francisco. Call Modern Sailing (800-995-1668 or 331-8250) for tickets and directions. No host bar will open at 5pm.

CARIBBEAN 2004 - 1 berth still open.

Sausalito Headquarters

"Learn To Skipper Course" •ASA Basic Keelboat (BKB) ·ASA Basic Coastal Cruising (BCC)

Call for Winter Specials

PHONE FOR FREE BROCHURE. 415 • 331 • 8250 / 800 • 995 • 1668 www.modernsailing.com

IFTTFRS

finally able to convince a couple of our non-sailing friends to go with us on the next trip. The lady in the couple is very excited about the trip and said she has been telling everyone she knows about her new adventure, but she often gets a snicker or funny look in response. So I asked her exactly what she's been telling her friends and coworkers.

"Nothing much," she said. "just that I'm looking forward to

going on a barebottom cruise.'

Doug & Dixie Lent Sacramento Area

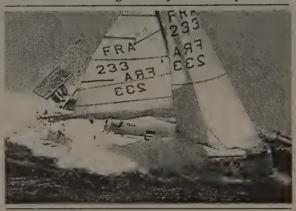
Doug and Dixie — Don't forget to take a few photos for our upcoming special feature on barebottom charters.

↑ MINITRANSAT

I found Mike Moore's letter about Mini-Transat boats interesting because I race my Moore 24 singlehanded, and after several thousand ocean miles on her I can say that I've never felt unsafe. In fact, I'm signed up for this summer's Singlehanded TransPac to Hawaii.

As to his claim that a Mini-Transat 6.5 meter would be excluded from races to Hawaii, that's not true. The Singlehanded TransPac takes boats from 20 to 60 feet, and therefore a 6.5 meter boat would be eligible. In fact, there is already talk of two Minis doing this year's singlehanded race

But I would be interested in knowing why Moore unequivocally states that Minis are safer than Moore 24s. I would direct him to Sailing Solo by Nic Compton, in which he writes



Racing a 6.5 meter to Hawaii would be fast and wild. Don't forget your harness!

the following about Minis - "The danger of taking on the Atlantic Ocean in such small craft was forcibly brought home in the very first race with the death of two skippers. . . Their deaths

signalled that this race was no walkover, and forced organizers to take safety precautions even more seriously. It was an issue that would come back to haunt them again and again."

I am unaware of any loss of life on a Moore 24 doing shorthanded long-distance races. I would agree that this is not a fair comparison due to the small sample size of shorthanded Moore sailors, but I believe that it is equally unfair to say that the Moore 24 is unsafe. As far as built-in safety features, the Moore does not have internal water ballast that requires vulnerable thruhulls and tanks that may leak. There is no canting or sliding keel that could potentially leak or fail. The SA/ displacement ratio of the Moore is far smaller, making capsize far less likely. The beam on the Moore is much narrower, making the boat less likely to stay inverted should she flip in the first place. The Moore does not use running backstays, which are more likely to lead to rig failure — especially in the case of an exhausted skipper.

In the final analysis, if you are looking for absolute safety. you should leave your boat at the dock and go home. If you are looking to sail across an ocean, choose a boat that matches

You can do it here!



...or let our full-service boat yard do it for you!

- Lift capacity to 25 tons
- Chandlery and Store
- Rigging Repairs and Installation
- Fiberglass and Gelcoat Repairs

- Sprayed Racing Bottoms
- Full Painting Service, Topsides and Bottoms
- Electrical Repairs and Installation
- Electronics
 Installation
- Engine Service and Repowering

- Welding Shop
- Wood Hull Repairs and Caulking
- Teak and Non-Skid Deck Repairs
- Waxing and Detailing
- Long-term Projects
 Accommodated

Berkeley Marine is proud to represent fine boat builders

New Yacht Sales



designs including: The Schock 40

The Schock 35
The Santana 22

The Harbor 20

Performance Boat of the Year (Sailing World 2001)

Connece

- Innovative Design
 - Superior

Construction

• 29' • 40' • 47' • 65'



Schock

Chandlery & Fuel Dock Open 7 Days

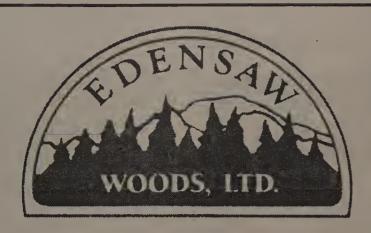
Mon – Sat 8 am to 5 pm

Sunday 9 am to 5 pm BERKELEY MARINE CENTER

Call today for a free estimate!

We feature
Pettit
Trinidad
Antifouling
Bottom Paint

In Berkeley Marina • 510-843-8195 • www.berkeleymarine.com



211 Seton Road Port Townsend, WA 98368 Toll Free: 1800-745-3336 Email: info@edensaw.com

MARINE PLY

Okoume BS 1088 Okoume BS 6566 Hydrotek BS 1088 Aquatek BS 6566 Douglas Fir Marine Teak and Holly Teak

VENEERS

(Over 150 species of raw and paperbacked in stock.)

EXOTICS

(To many species on hand to list here.)

TRICEL HONEYCOMB

LUMBER

. (Over 60 species in stock including the following) Honduran Mahogany Philippine Mahogany African Mahogany Western Red Cedar White Bending Oak Sitka Spruce Douglas Fir Ironbark **Apitong** Teak

ABET Laminati



Our Okoume products are available from the following distributors.

CALIFORNIA

Sorensen Woodcraft 13307 Avenue 22-1/2 Chowchilla, CA 93610 Toll Free: 800-891-1808 310-823-5574

CALIFORNIA

Ships Store Inc. 14025 Panay Way Marina del Rey, CA 90292

www.edensaw.com

I FTTERS

your budget and sailing abilities, and sail it intelligently. A good sailor with some luck should be able to cross safely in either boat.

As to the trip to Hawaii being a no-brainer, I would suggest that racing a high performance boat across the Pacific or the Atlantic is never a no-brainer. The amount of safety gear and prep time needed are immense, and there are a number of factors beyond one's control. We all do our best to prepare for all possible eventualities, but the wind, the sea, the passing tanker while you are napping, or the container just below the waterline, all make this a somewhat perilous proposition.

As far as shipping the boat back after the Singlehanded TransPac, a Moore 24 has a much shorter rig and a shallower draft. This means less deck space on the container ship, and less disassembly/reassembly cost and time. It should therefore be cheaper to ship the Moore back than it would be to ship a Mini. I personally think the idea of a 6.5 meter is really great, and I may eventually try sailing one — but I doubt that I'd ever invest \$40-\$100,000 to buy one.

If Mr. Moore is interested, there is still time to do the 400mile qualifying sail to be able to enter his Ayu in the upcoming Singlehanded TransPac. I would love to buy him a drink at the bar in Hanalei Bay, where we could trade stories and discuss the merits of various race boats.

> George McKay Cookie Jar, Moore 24 #98

George — For 30 years, the Moore 24 has proven to be an extremely capable ocean boat, nevertheless there have been some incidents. For example, in the disastrous 1982 Doublehanded Farallones Race, the Moore 24 Bad Sneakers and her two crew were among those who were never seen again. Later, Grover Nibour disappeared doing a Singlehanded TransPac qualifier aboard his Moore 24 — although his boat was recovered without any sign of damage. Finally, a woman was washed overboard from a Moore 24 during heavy reaching conditions during a recent West Marine Pacific Cup. Fortunately, she was recovered.

But there have been deaths and plenty of incidents with the Mini-Transat boats, too. Because the custom ones are extreme to the max, and because many are built by the skippers themselves, there have been problems. A friend of ours, for example, built one with a hi-tech keel that fell off in the first leg, causing the boat to quickly sink.

The Moore 24 and the extreme custom Mini boats are very different animals, and it seems to us there are conditions in which each would be better than the other. But with boats that small, there is always some additional risk in very heavy weather.

↑ MINIMUM BOATLENGTH FOR RACES TO HAWAII

Thanks for your response to my letter last month about sailing MiniTransat boats to Hawaii from the West Coast. I made the mistake of looking at the TransPac entry requirements, which specify a minimum boat length of 30 feet, while the Singlehanded TransPac allows boats as short as 20 feet. The West Marine Cup comes close to allowing Mini-Transat boats, with a 24-foot minimum, but not quite.

It just proves that those of us who like singlehanded sailing are just a bit more adventurous (crazy?).

> Mike Moore Ayu, Hallberg-Rassy 46 Northern California

Mike — More adventurous indeed. We recall that one of the





Marine Financial Services

"A better way to get a boat loan."

See Bill Kinstler of our Northern California office!

Loans Starting at \$25,000

Fixed Rates

New and Used

Liveaboard

Letters of Credit



Northern California
Bill Kinstler
866-486-2628

www.norcal.dimenmarine.com

LETTERS

finishers of the first Singlehanded TransPac was a humble Santana 22.

↑ MAYBE HE'S BEEN UNSUCCESSFUL IN RELATIONSHIPS

I doubt that you would have published the two letters from 'Just Being Me' if Mr. Antisocial Behavior hadn't identified himself as being in La Paz — as it sort of supports your theory

that La Paz has a large percentage of wackos.

I've been doing some thinking about who this guy might be. I've spent a few years down here in the anchorages near La Paz, and I've never had the misfortune of running into Mr. Antisocial Behavior. From his letter, we know that he came down from San Francisco a few years ago. I'm guessing that he's single, and suspect that most nights we could find him in one of the local bars. He would be loud, crude, and aggressive. In reality, he probably doesn't even get out to the anchorages very often at all — that is if he even has a seaworthy boat. If I crossed paths with him, I would have avoided eye contact. I'm sure he doesn't attend any of the cruiser functions.

It's possible he could be the much hated 'Clicker' on the morning nets in La Paz — the one who clicks his mike to cut off anyone that he has taken a dislike to. His problem may be that he has been unsuccessful in relationships and is desperately seeking attention. Or maybe he's just bored and needs to find a hobby besides recreational drinking.

Sharon Cervantes Shiloh La Paz

Sharon — We would have run Mr. Antisocial Behavior's letters no matter where he was from because it's not often you get entertaining stuff like that.

La Paz is a great place, and is very popular with even the most normal and socialized cruisers. We don't think it has a large percentage of wackos, but rather a larger percentage of extreme characters than most other places in Mexico. If you disagree, what other port would you nominate? But when it comes to extreme characters, La Paz can't hold a candle to some of the ports in the Caribbean.

You suspect Mr. Antisocial is probably loud and crude, but our gut feeling is that in person he's on the timid side. It wouldn't surprise us at all if he and the Clicker turned out to be one and the same.

↑UMODERN SONAR AND SAILBOATS

Since I was part of Navy electronics (ET1c) in World War II, I find it hard to believe that with modern Navy sonar, "sailboats under sail can be challenging to detect." With at least two tons of lead or iron, a sailboat might well stand out better than a mine — or even a mooring ball! Perhaps the Navy is concentrating too much on prop noise (curve analysis) and not enough on solid metal targets — as we did in the 'old days'? Explanation please.

By the way, I consider *Latitude* to be on a par with *National Geographic* when it comes to professional communication — and a helluva lot less expensive.

Walt Tice Charisma, Catalina 30 San Diego

Walt — It was former nuclear sub skipper and current cruiser Gene Crabb of Liberty Call, among others, who reported that it's hard for subs to detect sailboats with their engines off. We don't have the scientific background to know why that might

Marine

Learn to Sail ... Fast!

SEE US AT THE SAN DIEGO BOAT SHOW





Learn from "THE BEST!"

"In the 1991 survey of sailing schools J World won the highest ratings...eight years later, they are still the best in the business. J World's customer satisfaction record was perfect. All felt that J World's program was worth the money. That is a distinction no other large school achieved." Practical Sailor

Get ready for your racing competition now!

Whether dinghy or big boat racing, we work with all skill levels. If you are primarily a crewmember and would like to take the helm during racing with confidence, J World can benefit you. Or, if you are a seasoned racer and want to get better in your regattas, give us a week of your time and you



NOT YOUR AVERAGE SAILING SCHOOL!

World...still the best in the

business!

Practical Sailor

No other school gives you more salling in five days.

Our J80's are the best learning vehicle for you to learn to sail, understand techniques and apply them on the water. Gift certificates are available.

When you are ready to be at the top of your fleet, remember J World can help get you there.

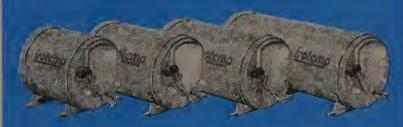
SAN DIEGO www.jworld-sailing.com 1-800-666-1050



Exclusive Waterheaters



Slim Ø12" - 4, 5 & 6 gallons



Basic Ø15.5" - 6, 8, 11, 13 & 20 gallons

Stainless Steel

- Stainless Steel tank AISI 316, Cover AISI 304
- Vertical or horizontal installation
 - Electric heating element 115V
- Thermostat mixing value included



5300 NW 12th Avenue, Fort Lauderdale, FL 33309 Phone (954) 772-8355 • Fax (954) 772-3839

E-mail: info@indelmarineusa.com • www.indelmarineusa.com

LETTERS

be, but we'll accept their statements that it is. Meanwhile, thanks for the kind words,

↑↓THE UPCOMING TRANSIT OF VENUS

Kirk McGeorge kindly gave me his copy of the latest *Latitude* — in which you published my letter about meeting Kirk and Cath here in St. Thomas, U.S. Virgins. The Counselman family — Daddy Steve, Mom Sue, 5 1/2-year-old daughter Ani, and nearly 4-year-old Sam — is very pleased to have become great friends with the McGeorges — including the latest addition, two-month old Stuart Patrick McGeorge.

Kirk has told us all about the upcoming Transit of Venus, so you can imagine that he went into ecstasy when his family came up to visit at our house for dinner — and discovered that we have a fairly large telescope. In fact, we're hoping Kirk will figure the darn thing out so that we can all enjoy using its many bells and whistles — such as a GPS feature. We live at nearly the top of St. Peter Mountain, so there is excellent exposure and very little competing light, which has Kirk and Peter already discussing 'Star Parties'.

We are under the impression that some of the *Latitude* crew aboard *Profligate*'s 25th Anniversary Cruise To the Caribbean may visit our area, possibly even during the Transit. We hope that they will be able to join the McGeorges, us, the telescope, and the obelisk to really rock the Transit of Venus!

Sue Counselman St. Thomas, U.S. Virgins

Sue — Thank you for the invitation. Regrettably, we don't think we'll be in the Virgins on June 8 for the Transit of Venus, but we'll be there sometime during the winter and will be sure to say hello.

For readers not familiar with the Transit of Venus, see last month's feature in Sightings. It's a very interesting celestial happening.

↑ UI BELIEVE MAX'S PROBLEM IS HIS EDUCATION

I feel compelled to make a challenge to Max Ebb and his friend Lee Helm. In the September issue of *Latitude*, Max could not accept that 'boat performance' is one reason why a Westsail 32 won a West Marine Pacific Cup race. Although he gives possible credit to a "skilled crew." I'm not flattered by that explanation for the victory. There was not a single magician aboard *Saraband* during her racing career.

I believe Max's problem is his education. He thinks like too many others who think of themselves as engineers. Mathematics can certainly explain much of what is happening in our world, but it cannot explain all phenomena. Much is missing in the database. When an engineer has an agenda to satisfy, the absence of data may obscure a truth.

For example, over the years I have read many articles about the benefits of lower prismatic coefficients for sailboats. The lower the number, the more easily driven is the hull. That is completely true and it proves a point. However, I have never read of the benefits of the higher prismatic coefficient. The lower the number the slower the theoretical hull speed. Conversely, the higher the number the faster the theoretical hull speed. I really question whether some yacht designers fully understand the tradeoffs they make. The Westsail 32 has a high prismatic coefficient and yes, a faster theoretical hull speed than other boats of equal waterline length.

Many designers/authors/engineers will not explain both sides of an issue accurately. It is not to their benefit to do so. When this goes on for many years, the buying public is often the big loser. In the quest to sell the illusive 1/4 knot, it is

SAFETY WITH A TWIST

Why a Garhauer Radar Tower?

Rather than depend on high maintenance gimbal mechanisms, a large knurled knob quickly levels your radome to the tack you're on. Whether you are cruising coastal or offshore, we have the tower to meet your needs. Call us today to discuss the best solution for your boat.

All stainless steel: Not powder coated, our towers are polished stainless steel, designed with quality marine materials and built in the USA. All radar towers come with a 10 year unconditional guarantee.

Free technical/installation support: You are only a phone call away from a helpful and knowledgable representative.

Each all stainless steel radar tower kit comes complete with:

- · Polished stainless steel pole
- Radar plate matched to your radome model
- · All mounting hardware
- Pivoting or fixed base and backing plate
- 6 to 1 engine hoist with yacht braid

Great price: Because Garhauer sells only direct to our customers, we are able to offer top quality gear for a lot less than elsewhere. without hoist

RT-8	2.0"	surface mount	\$550	\$357	
RT-8	2.5"	surface mount	\$660	\$495	
RT-10	2.0"	below deck mount	\$588	\$411	
RT-10	2.5"	below deck mount	\$704	\$528	

Tower shown includes the optional antenna hoop, available for mounting other antennas in one easy to access location.



MARINE HARDWARE

1082 West Ninth St., Upland, CA 91786

10 Year Unconditional Guarantee



(radome not included)



Boat Loans.

We offer great rates, fast response and service that'll put a smile on your face. Offices from coast to coast. Call us for a free quote.



www.seacoastmarine.net

A division of First National Bank and Trust Company of the Treasure Coast.

NEWPORT BEACH, CA TOLL-FREE 800-233-6542

ALAMEDA, CA TOLL-FREE 866-456-9653

SEATTLE, WA 206-784-7773

LETTERS

frequently other important attributes of boat design that may be short changed. Did you hear about the Ericson racer/ cruiser that hit South Minerva Reef last November and was lost, or about the modern S2 cruiser that hit a wing dike here on the Columbia River last year and was holed and sunk?

Here's my challenge to Max: Tell me how many times a properly prepared Westsail 32 would have to win a long distance race against other more modern looking boats before he would accept the fact that the Westsail was faster. Please give me a number. How many other 32-ft boats that cruise would the Westsail have to beat across the ocean before he would admit that 'boat performance' was the reason?

Here is another challenge to Max and Lee: For argument's sake, accept that the Westsail 32 — or the Alajuela 38, or the Cape George 31 — is faster than similar length cruising boats, and explain why that is. I feel they owe it to us.

David King Saraband Portland, Oregon

'David — We'll look forward to Max's response next month.

↑\$\text{\$\text{LOOKS LIKE ONE WARBLER OR ANOTHER}\$

In response to the December issue letter regarding the identity of an avian passenger, it's hard to tell from the black and white photo, but the bird in question appears to be a Townsend's warbler — if most of what we see as white is ac-



The mystery bird appears to be a Townsend's warbler.

tually yellow — or a more interesting hybrid of a Townsend's warbler and a black-throated gray warbler — if the white really is mostly white. Either way, it would be a female.

The Townsend's warbler is a common migrant that breeds up north and winters here in California. You can learn more than you ever wanted to know about birds from your local Audubon Society Chapter, which you can find at www.audubon.org. Most

have free monthly meetings with interesting presentations, as well as free outings. Here in Santa Cruz, there's also the Santa Cruz Bird Club, which has its own site at www.santacruzbirdclub.org.

I enjoy the regular short pieces in *Latitude* about marine wildlife — like the one in December about albatrosses. People can learn more about real seabirds and other ocean wildlife through Audubon's Living Oceans campaign at www.audubon.org/campaign/lo/. Readers might also be interested in work being done to protect seabirds on islands off Baja and elsewhere, at www.islandconservation.org. Keep up the good work!

Laird Henkel Capitola

ÎUA REAL TREAT WAS THE ARCTIC TERN

I think the bird in question is a Townsend's warbler. Many such migrants make their way onto sailboats, merchant and research vessels, as well as fishing boats during the migra-

Weather de-mystified!

 \mathbf{A} ll sailors know that weather plays a critical role in the success of any journey - and no one knows this better than Steve & Linda Dashew. After 200,000 miles of cruising and a lifetime of yacht design and construction, the Dashews have learned that nothing is more important than weather. It affects everything we do, every action we take, our comfort, safety, and mental security. Of all the things required to get ready to cruise, nothing is more important than understanding weather and the tactics required to make it work for you.

The Dashews have taken on the formidable task of de-mystifying the science and magic of

forecasting and understanding weather. They have managed to distill it into a userfriendly 594-page workbook covering every aspect of weather written in the clear, easily understood style they are known for.

More than just a book

Mariner's Weather Handbook was engineered from the very beginning to be more than just a book. It is skillfully designed with quick reference check lists and executive summaries, located right in the page margins, to help you quickly analyze and plan for what is going on with the weather where it matters most - where you are.

This tool brings together for the first time the key elements of forecasting and tactics used by professional routers, forecasters, and the most successful ocean-racing navigators. You will learn how to use a frontal passage to your advantage, while minimizing discomfort. Closely guarded secrets of upper atmosphere fax charts are revealed in detail. You will learn how to make your own forecasts using just the sky, sea, wind, and barometer as well as how to make the best use of fax charts and the internet. You will be able to tell if "official" forecasts are accurate, and if not, what to do about the developing conditions where you are. Most important, you will learn how to spot potential weather risks before they are announced.



Reviewers are unanimous

"Mariner's Weather Handbook does for skippers at sea what the venerable Joy of Cooking does for cooks - it provides a complete and exhaustive guide to the basics of every aspect of weather you are likely to meet when cruising. Unique among weather texts, it is the fruit of years of research and more than 200,000 sea miles. It should be aboard every offshore boat, sail or power, and should be read thoroughly by every skipper." George Day, Publisher and Editor, Bluewater Sailing.

"Take it from someone whose favorite TV program is anything on The Weather Channel:

Steve and Linda Dashew's Mariner's Weather Handbook is the real deal. This big, fully illustrated volume is well written, clear and concise, and eminently informative." Herb McCormick, Executive Editor, Cruising World

"Mariner's Weather Handbook is head and shoulders

above anything else I have read on the subject. Take the time to read and digest it before setting sail. Afterwards, do not leave the dock without it." Lee Chesneau, Senior Forecaster, National Weather Service Marine Prediction Center

"This terrific new book includes modern and traditional techniques to help the average sailor predict weather and assess potential weatherrelated risks. The Dashews tell how to interpret clouds, wind direction, weather maps, and met broadcasts in order to make the right cruising and racing tactical decisions. Their examples from both the Northern and Southern Hemispheres provide plenty of concrete practical tips." John Rousmaniere, author of The Annapolis Book of Seamanship and Fastnet Force 10

"Just once through will suggest a new way of looking at weather. Repeated return visits as puzzling or threatening weather is observed will confirm and amplify its value." Knowles L. Pittman, Circumnavigator and Publisher of One Design Yachtsman

"We are by no means novices after 25,000 miles and we have read at least eight other weather books. But after just the first reading of Mariner's Weather Handbook our understanding of weather systems has increased five fold. Our advice-don't leave port without it." Frank Schroeder

Before you begin to cruise

Understanding weather is the most important thing you can do to insure the success of your time on the water.

And before you leave the dock is the time to get yourself up to speed. Start now by getting your copy of Mariner's Weather Handbook, and begin forecasting at home today.

Weather on the web

Finding what you want on the internet is almost as complicated as forecasting the weather; fortunately, there is help. Mariner's Weather Handbook will show you how to use the internet to get free fax charts and satellite images from around the world. You'll have all the information and charts you need to practice using the Dashews' risk avoidance techniques and tactics.

We've even created a special website dedicated just to sailors (www.setsail.com/mwh) that quickly links you to all the best weather sites and allows you to sample all of the Dashews' informative books and videos on-line. Now you can check out sample chapters, reviews and table of contents before you buy - plus get web-only special offers and discounts by ordering on-line.

Special Offers

Mariner's Weather Handbook



Order your copy today for only \$69.95 and get the companion CD-Rom edition for only \$19.95 (A \$50 Value). Try both risk-free with our 90 Day Money Back Guarantee, see below for details. (S&H = \$7 US / \$10 Overseas surface)

Surviving the Storm

Aworking companion for Mariner's Weather Handbook, Surviving the Storm - Coastal & Offshore Tactics will change your entire outlook on storms. The Dashews' 7th book is filled with heavy weather secrets



from 33 of the world's top professional sailors. Seventy in-depth interviews, 672 pages, 560 photos and illustrations, just \$69.95. Order now and get the Cd-Rom edition for only \$19.95, a \$59.95 value. (S&H = \$7 US / \$10 Overseas surface)

Navigation & Weather Software

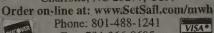
The Dashews have been working for years with engineers at MaxSea to create an integrated suite of easy-to-use weather analysis, routing, and navigation software - the SetSail edition of MaxSea. This is the most powerful, simple-to-use seagoing software ever offered. Along with navigation, tides, and currents, you can now download free weather forecasts for anywhere in the world. Check out the details at www.SetSail.com/max. (Only available online.)

Risk-Free Money Back Guarantee

Try any title for 90 days if you don't agree that it's the best cruising investment you've ever made, simply return it to us (post paid) for a prompt refund.

Beowulf Press

7868-F Rea Road #328 Department L-41 Charlotte, NC 28277, USA



Fax: 704-366-8695

Email: Beowulf@SetSail.com





SAIL REPAIR SPECIALISTS • COMPETITIVE RATES • RECUTS • CONVERSIONS

LETTERS

tion season. In Monterey Bay last September, while leading a natural history trip, my buddy Michael Ellis and I had a blackthroated gray warbler land on the boat for about an hour, before hitching a ride to the harbor with another whale-watching boat.

But the real treat for us was a visit by an arctic tern, which also rested for a spell. That's a bird that needs an occasional break because it flies 20,000 miles during its annual roundtrip migration from pole to pole — an avian distance record.

> Paul Jones Pacifica, California

↑ THE WARBLERS ARE STEADY TRAVELLERS

The bird in question in the December issue looks like a Townsend's warbler, which breeds in the forests of the Pacific Northwest and spends the winter along the coast of California and the mountains of Mexico. Millions of small songbirds migrate over hundreds of miles of water every year, especially those that travel from the eastern United States to Central and South America. The champion long-distance small migrant is probably the Blackpoll warbler, which launches from Virginia or North Carolina, and flies straight south to Venezuela — an amazing journey over thousands of miles of open ocean for a bird that is only five inches long.

This particular warbler in the photo possibly got blown offshore by easterly winds, and found the boat to be a conve-

nient resting spot before it flew back to land.

Michelle Davis Laser #164308 Miami, Florida

Michelle — We are surprised to find this bird stuff quite interesting. Whenever a bird lands on a boat offshore, everybody assumes that it was near death. Are you telling us that this isn't correct? And how in the devil can a small bird fly

5,000 miles, much of it over water? Where do they get sustenance or rest?

Speaking of birds on boats, while making the passage from Antiqua to St. Barth last month, this rather chubby fellow flew into Profligate's main salon during a heavy squall and took a perch on one of the provision drawers. He wasn't afraid of anyone. When the squall passed, Mike picked him up in a towel, made a little nest for him in the cockpit, and provided food and water. Despite



Look what came to stay with us on the Antigua to St. Barth passage.

our rumbling around on deck, our new avian friend calmly stayed in one place. Come morning, there wasn't a trace of him — other than several gooey white and green 'going away presents'.

↑ NAPA IS NOW A SUITABLE CRUISING DESTINATION

For several years I have read Latitude's articles about the Napa River, where you say something to the effect that it's so shallow above the Napa Valley Marina that you can only get a dinghy into the town of Napa.

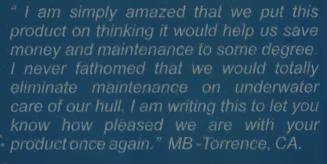
Introducing Introducing

SeaLife 1000 Antifouling Marine Paint

"Simply the best antifoul protection available"

The Introduction of SeaLife 1000 Antifoul Marine Paint offers a new direction in antifoul technology: an antifoul coating that is effective, long lasting, competitively priced and harmless to all marine life!

...In partnership with nature



"This is absolutely the best antifoul paint I have seen in my 25 years in the marine industry. SeaLife 1000 is easy to apply, goes on smoothly, and quickly dries to an even smoother "surface." DW - Marina Del Rev. CA.

SeaLife 1000 features:

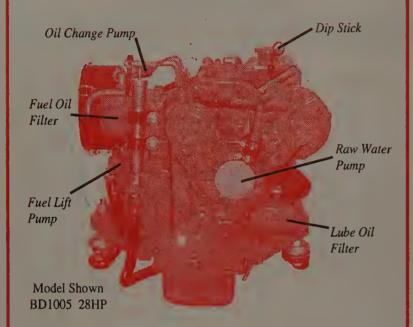
- New Eviro-Safe Technology
- Non ablative
- Minimum surface preparation
- Paint and launch the same day
- Excellent color retention
- High Performance at any speed
- Ultra smooth, low friction surface
- Equally Effective in salt and fresh water
- Greater coverage per gallor
- Remains effective during dry storage
- Reduced underwater maintenance
- Effective during extended stationary periods.



5601 Slauson Air, # 5. Curver styres, 1879 0 1013 9757 www.sealifemarin.com

Sales 1 866 No Fouls

Engines You Can Trust



What a Concept! It is engineered to be serviced easily!

Beta Marine suberb propulsion engines, using Kubota diesel from 10-75HP including our famous Atomic 4 replacements.

Also available: Marine Generators up to 30Kw.

For service on the West Coast, contact any of the fine establishments listed below:

San Diego: The Watermaker Store	(619)	226-2622
Los Angeles: Marine Diesel Engineering	(310)	301-9011
Newport Beach: Worldcruiser Yacht Co	(714)	549-9331
Santa Barbara: Above the Waterline	(805)	455-8444
Sausalito: Hirschfeld Yacht Contracting	(415)	332-3507
Portland: Ben Thomas	(503)	629-5370
Cascade Yachts	(503)	287-5794
Anacortes: Integrity Marine	(360)	293-5098

For the rest of the world, find the dealer nearest you by contacting:

Beta Marine North Carolina Ltd.

P.O. Box 5, Arapahoe, NC 28510

800-682-8003 • 252-249-2473

sales@betamarinenc.com

I FTTERS

I want to point out that the Napa Sea Scouts (SSS 90), operate the 90-ft twin diesel *Chaser*, which has 9 feet of draft, out of their base just south of the 3rd Street Bridge, and they take her on a cruise every month of the year. During periods of extreme low tide, they can touch bottom at places like the bottom of Green Island or the top of Fly's Bay, but most cruisers draw less than 9 feet, so as long as they stay in the channel they shouldn't have a problem.



Up the Napa River, a warm and wonderful change from the cold, salty water of San Francisco Bay.

Staying in the channel is the challenge, since navigation markers are scarce between the Mare Island Bridge and Green Island. So mariners need to study the chart and use their

depthsounders to avoid sharing the mud with the short-legged birds. Be sure to arrange for the Maxwell Bridge opening with Caltrans if your mast height requires it. A new fixed bridge is being built.

There is a nice public dock and gangway at the 3rd Street Bridge, just two blocks from the center of town, and it is an easy walk to the wine/food/art center Coppia. The restored Hat Building at the waterfront is a stone's throw from the dock and has fine eats. Angele, for example, is superb. Napa has become a suitable cruising destination and is accessible.

Mike Harris *BérB*ót Alameda

Mike — The Napa River and Napa are not just suitable cruising destinations, they're terrific destinations. In fact, the Napa River has become the traditional place for us and several of our friends to take our boats for the Fourth of July weekend. It's much closer than the Delta, and it has terrific restaurants.

We don't recall ever saying the Napa River is too shallow upriver of the Napa Valley Marina — but we might have said it starts to get a little narrow for anchoring. Are we accurate in saying that? We usually anchor between the Napa Valley Marina and the Highway 29 Southern Crossing Bridge, then enjoy the scenic seven-mile dinghy ride up the river to downtown Napa. This, of course, requires a planing dinghy.

In our experience, the only tricky part of the river has been around channel marker #7. If you go within 100 feet of that marker, there doesn't seem to be any water at all.

↑ PROFLIGATE WAYS

I thought you might enjoy the Word of the Day for October 13th from dictionary.com. They should have illustrated it with a picture of *Latitude*'s cat!

profligate \PROF-luh-guht; -gayt\, adjective: 1. Openly and shamelessly immoral; dissipated; dissolute. 2. Recklessly wasteful.

noun: A profligate person.

Both Curtiss and Feldmar agreed that after the birth of Bruno the couple grew less happy and that there was a good deal of squabbling caused, apparently, by the father's profligate ways and infidelities. —Arthur Lennig, [1] Stroheim

Life had to be challenged, attacked every instant, with reck-

ESSEX CREDIT NEW-USED-REFINANCE

Call Approvals

Boat Loans Made Easy_®

- ➡ Zero down program available*
- **➡** Simple Interest loans starting at \$15,000
- ⇒ 25 & 30 Year Fixed Rate Financing Available*
- **⇒** Instant Loan Approvals*

Northern California

Erin Moore - ext. 7953

Southern California

Bonnie Summers - ext. 7977

Pacific Northwest

Erin Moore - ext. 7966

1-866-377-3948 www.essexcredit.com

Reference code = MAR931

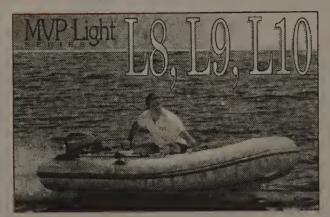
*¡Subject to Program Guidelines and Credit Approval

HONDA





IT'S ALL ABOUT POWER.



Caribe Light RIB combined with Honda 4 Strokes give you the best value on the market. Hypalon/Neoprene construction.

Light 8' 105 lbs. \$1,949 Sale
Light 9' 110 lbs. 2,035 Sale
Light 10' 116 lbs. 2,375 Sale
Light 11' 138 lbs. 2,549 Sale

Honda 4 Strokes

• 2-225 hp	5 HP	\$1,329
Quietness	8 HP	1,887
Lightest Weight	9.9 HP	2,091
a 3 yr Warranty	15 HP	2,451

Reliability & Quality

For optimum performance and safety, read the Owner's Manual before operating your Honda Marine product. Always wear a personal flotation device while boating.

Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633 • (800) 700-7633

Open Tuesday thru Saturday





MARINE



- Collapsible tenders from 7 ft. to 18 ft.
- 100% Hypalon
- New inflatable floor models:
 LSI 8'8" \$1,329 Sale

LSI 9'6" 1,469 Sale LSI 10'4" 1,500 Sale



Powered by



5 HP Nissan **\$1,149** *Sale* 6 HP Nissan **\$1,229** *Sale*

Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633 • (800) 700-7633

Open Tuesday thru Saturday



LETTERS

less speed in a Ferrari, with profligate spending, with unrestrained sexuality, with artistic ambitions as monumental as they were impractical. —Tag Gallagher, [2] The Adventures of Roberto Rossellini

For in so many ways we seem at times to be "a nation of public puritans and private profligates." —Tracy Lee Simmons, Steinbeck Reconsidered, [3] National Review, March 25, 2002

If this were not the case, we would all end up as either misers or profligates. —"What matters, what doesn't?" [4] Investors Chronicle, May 2, 2003

Profligate derives from the past participle of Latin profligare, "to strike or fling forward, hence to the ground," from pro-, "forward" + fligere, "to strike down."

Synonyms: abandoned, corrupt, depraved, dissolute, wicked. [5] Find more at Thesaurus.com.

Dan Schuster San Jose

Dan — So that's what it means!

It seems as though it's easier to spread resin on a partially-built boat than it is to put bits and bytes on the web, but I've finally gotten around to updating the website about



Bok laid up Core-Cell foam pieces over plywood stringers to fabricate 'Rotkat's cabintop.

42-ft catamaran I'm building here Francisco. I'd been trying to get coachroof on before the cold weather starts so I could work inside with a heater during the winter. I got that done

in time. Right now the basic boat structure is done, although I have a little exterior work left such as the transom steps. I have to wait for the rudder shafts to arrive before I can finish those. I hope to complete the actual fiberglassing by the end of the winter, and expect that it will take another year to finish fairing, paint the boat, and do the fitting out.

It's a funny feeling to finally be able to order a couple of sheets of Core-Cell foam to complete the boat as opposed to buying a couple of cases at a time, because I just don't need that much anymore. The same goes for the resin. I have just opened my tenth 55-gallon drum of resin, but from now on will only have to buy the occasional 5-gallon bucket.

Arjan Bok San Francisco www.rotkat.com

↑↓THE ILL-FATED CHARTER ON LORD JIM

We enjoyed reading the July issue article on the famous schooner *Lord Jim*, as my (Mary's) parents, along with three other couples, were part of the ill-fated charter that hit a reef at Mustique. They were eventually flown to Trinidad and then the States. That's one reason why Mom and Dad visited us here in Trinidad in May, to see how things have — and have not — changed in 30 years. We brought several back issues of *Latitude* back with us to Trinidad and have shared them



This Navionicsbased cartographic

GPS delivers excellent per- CLEA formance. In addition to the

features of the GP270ML, it uses Navignics miniature Nav-Chart cartridges for worldwide caverage and precise detail. Built-in warld map for planning. Tide prediction for 2,500 reporting stations in US, as well as sunrise/sunset predic-

tion and moan phase. Item 1972793 Reg. Low 299.99



STANDARD HORIZON **HX470S Marine** Tri-Band Receiver

The industry's first portable tri-band radio to operate over VHF marine, FRS and MURS bands. Includes 120V AC and 12V DC 3-hour chargers, drop-in charger and NMEA cradle. Titanium-look.

Item 4913158 Reg. Low 349.99 Sale 299.99



Item 543421 Reg. Low 112.99

AFTER REBATE

GP-270ML GPS

12-parallel channel GPS receiver with a built-in warld map has a large 4 1/2"W x 3/7/16"H

LCD, 19.2K pixel display.

Features five marine databases, 24-hour tide plat, and audible and visual alerts for arrival. crosstrack, and more. 500 waypoints with lat/lon, present position, range, and bearing entry.
Includes external GPS antenna with 25'L cable, tilt stand, and 10'L pawer/data cable. Not displayed

Item 1972728 Reg. Low 299.99

in all Marine Centers.



Spectrum+ VHF Radio

Submersible VHF/FM marine transceiver/20watt loud hailer features DSC and a MariTEL DSC telephone functions. Black and white.

White-Item 3304763 Reg. Low 299.99 Sale 249.99

AFTER REBATE

Clearance electronics are limited to stock on hand! Selection varies by store.

So Pac Qwik-Drain Oil Changer

Permanently installed 12V DC system makes oil changes quick and clean. 5 1/16"W x

Electrical Connectors

Jet Cannex™ cannectors replace flimsy wires that hang down between your vehicle and trailer.

Ref. Item 4979704 Reg. Low From 39.99

12V Rechargeable

Rechargeable, 3/8" 12V drill is powerful enough for taugh onboard tasks and runs cord-

Item 5286299 Rea. Low 59.99

Limited to stock on hand.

CLEARANCE

On All BoatU.S. Brand **Foul Weather Gear, Shoes & Apparel**



Limited to stock on hand. While supplies last. Selection varies by Marine Center.



Wooden **Display**

Furniture grade plywood construction with satin poly finish

Item 4693065 Rea. Low 99.99



Kingfish **Deck Chairs**

Strong, comfortable chair made of brightdipped anadized aluminum 1" tubing frames with stainless hardware. 29"H x 26"W x 14"D. Ref. Item 280198 Reg. Low 109.99

SALE

Oakland 1820 Embarcadero Avenue (510) 434-0842

Sausalito 120 Donahue Street (415) 331-0224

Newport Beach 377 East Coast Hwy (949) 673-0028

Huntington Beach 16390 Pacific Coast Hwy (562) 592-5302

San Diego 3717 Rosecrans Street (619) 298-3020

VISIT BoatUS.com OR CALL 800-937-2628

Sale prices good January 8-21, 2004



MARINA SERVICES:

BERTHING: 26' to 60' BERTHS AVAILABLE

GUEST DOCK & BERTHING: Available at 55 cents per foot per night.

24-HOUR SECURITY

- AMPLE PARKING
- PHONE/CABLE TV
- PUMP-OUT FACILITY.
- PARK/OPEN SPACE
- SWIMMING BEACH FISHING PIER
- LAUNCH RAMP
- FUEL DOCK

OYSTER POINT BAIT AND TACKLE: (650) 589-3474

THE INN AT OYSTER POINT: (650) 737-7633 LODGING AND RESTAURANT

DOMINICS (650) 589-1641 BANQUET FACILITIES & WEEKDAY LUNCH **DINNER NIGHTLY**

OYSTER POINT YACHT CLUB: (650) 873-5166

FOR INFORMATION CALL 650/952-0808



THE SAILBOAT PROPELLER FROM

FLEX-O-FOLD

Unmatched powering performance Superior performance in reverse Lowest drag under sail Robust construction Virtually no maintenance No fouling of lines under sail 2 and 3-blade, saildrive and standard shaft Patented twin-helical gear design for reliability Patented locking screws Reasonable cost

Contact us for more information.

91 Front Street Marblehead, MA 01945 Tel: 781-631-3190 Fax: 781-639-2503 e-mail: amsales@flexofold.cam

FLEX-O-FOL PROPELLERS

IFTTFRS

with the yachties here.

We soon leave for Tobago and then up the Lesser Antilles chain. Regrettably, this will be our last season of cruising.

Mary & Rob Miller

Maude I. Jones, custom 46-ft sloop Sacramento

Mary and Rob — While recently in Antigua, we visited with Jol Byerly, one of the more noteworthy owners of the great schooner. As you might expect, he has many photos of her hanging on the walls of his bookstore.

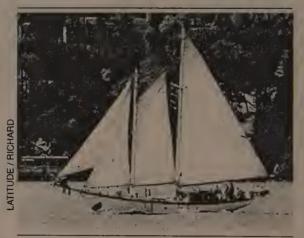
↑\$\\$\\$GOLD STAR HAS APPEARED IN LECTRONIC LATITUDE

In the last issue, a fellow identified only as Dick wrote the following: "I recently saw a schooner on the Bay named Gold Star, which looked like an Alden design. I have a friend who is building a similar vessel, and it might be very helpful if we could contact the owner. Any ideas?"

Latitude's answer was as follows: "We don't know of any schooner named Gold Star."

That answer was an oversight on Latitude's part, for our 47-ft schooner has appeared in the print version of Latitude, and in 'Lectronic Latitude in August of '01, August of '02, and June of '03. Furthermore, Gold Star and her enthusiastic crew can be seen sailing on San Francisco Bay most week-

Gold Star is alive and well, and has been sailing on San



'Gold Star' lookin' good on the Bay.

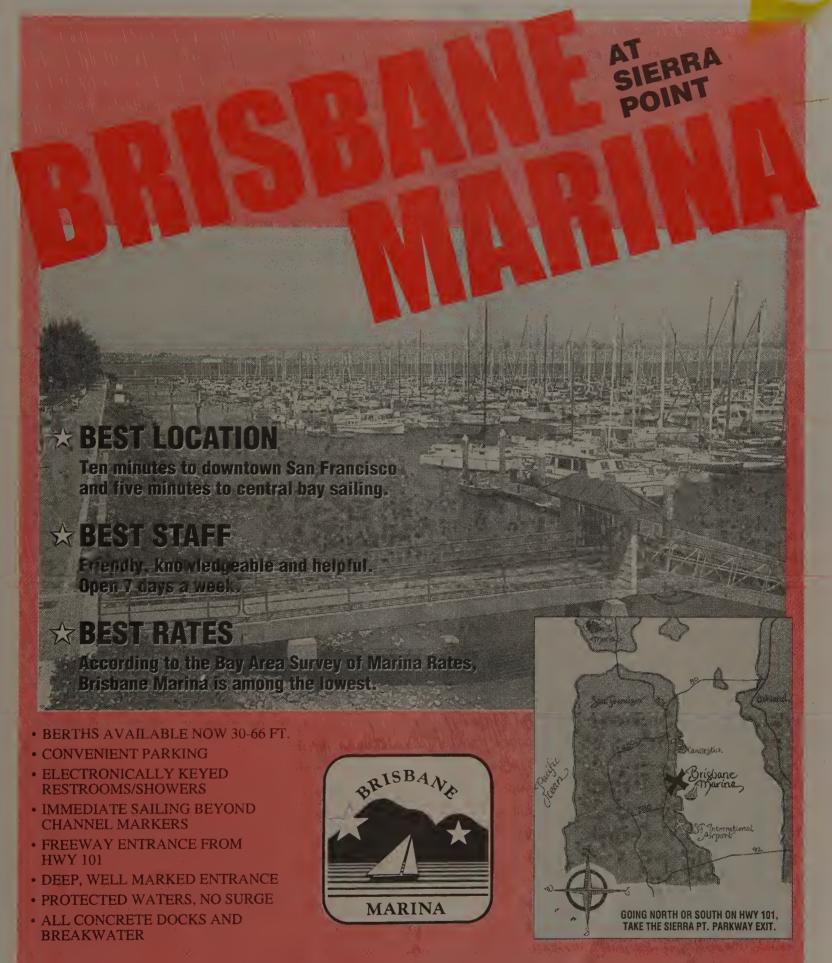
Francisco Bay since 1965. If vou don't mind, we'd like to share her history with you. She began as one man's dream in a Richmond cabbage patch. George Krenkel had been buying, refurbishing. and selling boats all his

life when he saw the schooner's plans in a 1948 Yachting magazine. "It appeared to have everything I always wanted in a sailboat," he later said.

Krenkel spent 14 years building the schooner with blueprints purchased from naval architect J. Murray Watts. The original plans called for a working gillnetter without a bowsprit. After Watts died in '57, Krenkel received an offer to purchase the boat from Charles Wittholz, who had taken over Watts' business affairs.

Krenkel declined the offer. "My building program is both recreation and hobby, and I am taking the time to do a job that will do justice to the same effort and feeling that Mr. Watts must have put into the design," he wrote. "The fairness of hull and sheer is surely a thing of beauty." At that time, Krenkel obtained blueprints to add the bowsprit. The original plans called for a gaff mainsail, which was changed to a Marconi mainsail. Today the Gold Star is outfitted with three additional sails, and the foremast is gaff-rigged.

The Gold Star was launched in 1960. When the present owners, Mr. and Mrs. Lawrence H. Cullen, purchased her in 1962, she was a bare-bones hull of 2 x 2 fir, with a 1937



400 Sierra Point Parkway, Brisbane, CA 94005

(650) 583-6975

email: Twarburton@ci.brisbane.ca.us

Open 7 days a week: Monday-Saturday 8am-5pm, Sunday 8am-4:30pm





I FTTFRS

Chevrolet transmission on a Model A rear end, and a working head. Larry and Margaret and their three children — Kathy, Jim and Bud — spent the next three years outfitting the *Gold Star* for Bay and ocean sailing. Larry improved the original sail plan from gaff main to Marconi main, and increased the height of the mainmast and foremast. Teak decks were salvaged from the heavy cruiser *Oklahoma City*. Oak bunks, a chart table, and oak drawers were removed from a navy vessel before it was put into mothballs and used in the schooner. Blocks and most stainless steel fittings were designed and built by Cullen. Ballast of approximately four tons was melted and cast to fit below the cabin. The Waukershaw gas engine installed by Krenkel was removed around 1963 and replaced with a 35 hp war surplus Buda diesel. That engine was replaced with a new diesel Yanmar in 2001.

The Schooner *Gold Star* has logged more than 35,000 miles of ocean sailing, including trips to Mexico, Hawaii, and four trips to Alaska. The crew always comments how comfortable the vessel is on a long ocean trip, as well as sailing on San Francisco Bay. The *Gold Star* has participated in Master Mariner's Races, the 2003 Wooden Boat Show in Tiburon, and has been featured in calendars, books, magazines and posters, as well as several on-line websites. Thank you for the opportunity to share the history of the Schooner *Gold Star*.

Jim and Marlene Cullen (for Larry and Margaret Cullen) San Francisco Marina

Jim and Marlene — As you can imagine, we feel like complete idiots. That such a fine schooner and story have escaped our collective consciousness for all these years is mind-boggling — and embarrassing. Thank you for the correction and for sharing the schooner's history.

↑ WHAT ABOUT THE FINEPIX S5000?

I'm getting close to purchasing my first digital camera. Based on your past recommendations I am leaning towards the new FujiFilm FinePix S5000, which looks like the replacement for the 3800 that you have recommended.

A couple of questions. Are you planning on updating your recommendations? How do you keep your camera dry, or what do you do to avoid moisture? Have you had any problems in that regard? Thanks.

Steve Van Slyke Gig Harbor, Washington

Steve — We're not as up on the digital camera market as we were when we wrote the FujiFilm FinePix 3800 review a year or so ago, but Latitude owns four of them, and we use them relentlessly for all but fast action photos on the water. The compact size, the built-in 6 times optical zoom, the 3 million pixel resolution, and the superb FujiFilm color are very satisfying. The only major drawback is that — as with seemingly all digital cameras in this price range — there is considerable lag between the time the shutter button is pushed and the image is captured.

After some quick research, we learned that the \$3000, which has a street price of under \$300, is the replacement for the \$3800. That's a huge camera bang for the buck. The \$5000, as we understand it, is basically the same camera with a 10 times optical zoom, and interpolation that allows the camera to act as if it captured six million rather than just three million pixels. The latter is only of importance to folks looking to make 16 by 20 inch prints, and who have lots of memory to bur n.



Flying Cloud Yachts





DEMINI

Sail BROKERS Power

6400 Marina Dr., Long Beach, CA 90803

Phone (562) 594-9716 Fax (562) 594-0710



41' BENETEAU OCEANIS, '99, State-of-the-art electronics & equipment, in-mast roller furling furling genea, custom canvas, \$179,900.



SERENDIPITY SLOOP, 1980. Peterson design, new 50 hp diesel, race equipped, rod rig, 12 bags of sails, B&G instruments, \$95,000.



38' HANS CHRISTIAN CUTTER, 1989 Performance Telstar keel, 66 hp Yanmar Hood furling spar, Beautiful! \$152,500.



48' HANS CHRISTIAN 48T Cutter, '87, New gen. watermaker, AC, washer/dryer, North bill batten main turting headsaids, BRISTOL 1 5345,000.



52' HANS CHRISTIAN CHRISTINA CUTTER, '87 Rare two stateroom, good cruise equipment beautiful condition, \$285,000.



CATALINA 380, '99. Westerbeke diesel, 60 hrs. full batten main, inverter. Trade-in. lowest price on the market, \$136,000. No brokers



105 Mc

CEMIN Best selling cruising calamaran in the U.S.!



48' CHOATE-PETERSON Fractional Sloop, 1986 Fast cruiser finished by an experienced owner. Nay be viewed in Mexico. \$159,000.



43' HANS CHRISTIAN CUTTER, 1986. Telstar keel NEW sails running riggiog, canvas in-mast wiring and Monitor vane, \$189,000.

Web site: www.yachtworld.com/fcyachts









48' SUTTON STEEL MOTORSAILER, 1962 Current ultrasound available, Great opportunity for right buyer, \$69,000.



berth, highest quality. Call. From \$100,000. shrouds, spreaders. Race equipped. \$24,900.









30 TARTAN SLOOP, 1974, New 2003 Beta die-sel AP, battery charger, electric windlass,





LINAS AVAILABLE. Four 31



42 HUNTER PASSAGE, 2000. Loaded with cruise options, watermaker, 6 kw generator, full electronics, life raft and more. \$195,000









35" ERICSON SLOOP, 1974. '96 Beta die: race equipped, newer main and geno radar, Shows pride of ownership, \$29,



30' LANCER SLOOP, 1984. Full batten main, roller furling: New refrigerator, canvas, head, deck hatches, bottom paint 6/03. \$24,500.



Mobile E-Mail Anytime Anywhere on virtually any phone!





PocketMail is easy to use, inexpensive, and the most reliable way to keep in touch, whether you're on the road or at sea.

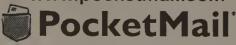
E-Mail in 3 Easy Steps!







Toll-Free: 1-877-362-4543 www.pocketmail.com



LETTERS

The S5000 retails for about \$350, and also seems to be a heck of a deal. We don't know, however, if the extra pixels and increased focal length of the zoom make up for the extra size. We've found the compact size of the S3800 to be a very appealing feature.

We also want to emphasize that there are many other superb digital cameras out there these days, and it's possible that if we did more research we'd feel that some other brands



were better than FujiFilm. The specific things that so impressed us about the FujiFilm 3800 was the proprietary color, which is very people pleasing and particularly good for the blues and greens you find around the water, and

FujiFilm's FinePix S5000 gives you a lot of bang for your bucks, but other brands are great too.

the built-in 35-210mm optical zoom. The thing that would really impress us is if some company came out with a sub \$500 digital camera with hardly any shutter lag.

Flash! (Pun intended.) We just read a review of the Toshiba M700, which has a combination of features of great interest to us — a 10 times built-in optical zoom lens plus very low shutter lag. The latter apparently would make it acceptable for shooting photos of boats in motion from other boats in motion. The street price is around \$350. If the color was good, particularly the blues and greens, it would certainly be something we'd consider. Olympus also offers a C-750 with a 10 times optical lens.

↑UTHANKS FOR THE NUMBERS

The statistics of *Profligate's* cruise to the Caribbean are very interesting, and I thank you for posting them on the December 8 *Lectronic Latitude*.

It was reported that she ran for 540 hours and covered a distance of 3402 miles, which works out to an average speed of 6.3 knots. This, of course, includes miles gained when the engine was off (sailing), and hours gained when the engine was on and the boat not moving, so let's call it even. She required about 45 horsepower to maintain this average (this figure is the roughest, as I don't know the details of her engine(s), so I used a general-purpose specific fuel consumption of 0.4 pounds per horsepower-hour.) Given a waterline length of 60 feet, this corresponds to a speed-to-length ratio of 0.813, which is a nice sedate operating condition.

By comparison, that same speed/length ratio for our Columbia 36 would yield a speed of about four knots. That's just about the 100-mile-a-day figure that a boat of our size would hope for.

This is gratifying, for in our multi-year cruise from Puget Sound to Mexico, we averaged about 3-3.5 knots — measured 'lines off to 'lines on'. A lot of the modern sailing literature would lead one to believe that this is unbelievably slow, but I am gratified to see that *Profligate* was only 25% faster, and that under power. (You may recall that we have the small electric drive, and thus only use power for handling around the docks. We've spent a lot of time drifting, whether crossing from San Leandro to Coyote Point in a mere five hours, or drifting slowly down the back side of Catalina after midnight.)

**\ \ **...if you've an eye for top-notch quality, an appreciation of traditional beauty and believe that the essence of cruising is being underway, then welcome home.

> Stuart Reininger MotorBoating

...if your idea of cruising includes versatility, ease of maintenance, and the ability to weather open stretches with confidence. the True North 38 should top your list.

> Kevin Falvey Boating

We've been out in rough weather with her, and we're convinced this is the ideal boat to take to Alaska.

> Rick Shea, owner Ricochet Hull No. 3

ve North 38 San Diego Boar Show

See the

This boat is so well thought out. It has lots of storage. There's a place for everything. Maintenance is much lower. The bright work is reduced. We love it.

> Cathy Har ville, owner Adrienne Brooke Hull No. 24

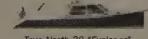


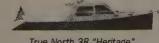
Our thinking has people talking.

Find out why owners and magazine editors are raving about the True North 38, the fast, affordable and, above all, sensible family cruiser from Pearson Yachts. Call for more information and to arrange a sea trial of this remarkably unique vessel.









True North 38 "Heritage"



Pearson® Yachts West • 2330 Shelter Island Drive, Ste. 106 • San Diego, CA 92106 • 619.224.TRUE (8783) • www.pearsonyachts.com NOW OPEN! Pearson Yachts West to more conveniently serve you. Call for details.

TWIN RIVERS MARINE Insurance Agency, Inc.

"Your boat insurance specialists"

- Preferred Rates
- Agreed Value / All Risk Coverage
- Emergency Service Coverage



Call Gary Clausen or Bob Wilkerson today for a marine insurance quotation!

800-259-5701

Visit us on the web: www.boatinsuranceonly.com

7 MARINA PLAZA ANTIOCH, CA 94509 LIC # 0A69011

Travelers Property Casualty



ROMAINE MARINE

Get Serious - Get B&G Hercules

Sales • Service Installation

Electronics & Electrical

"We build lasting solutions" since 1976

550 West Cutting Blvd., Richmond (510) 232-1996 • Fax (510) 232-1907

email maxamp@earthlink.net

LETTERS

Again, thank you for sharing the data. It is hard to get real numbers for most cruises, to see how many hours of engine use are involved, and so forth. I appreciate your contribution.

Chris McKesson, Naval Architect Sundance, Columbia 36

Chris — We're delighted to help, and we, too, enjoy going over such factual information. But you need to remember that Profligate has two 56-hp engines, not one. While they can be run at up to 3,800 rpm and give 10.5+ knots in flat water, they burn 2.5 gallons an hour. At 2,600 rpm, they only burn a gallon an hour while moving the boat along at 8 knots.

Oddly enough, we removed the Flex-O-Fold three-bladed feathering propellers in Cabo, figuring they would be less efficient than three-bladed fixed props. It turns out that the Flex-O-Folds are more efficient in forward than the fixed props.

Other things to consider are that the mileage given was the rhumbline distance as opposed to the actual distance covered. There was probably an extra 200 miles travelled, what with a detour to Vacamonte to have the saildrives replaced, stopping at Cartagena, some early easting from Aruba, and stops for fuel.

In addition, ocean currents were major factors at certain times. In the Pacific, there was frequently an adverse current, sometimes as much as one knot. When motoring the more than 1,100 miles across the Caribbean, always bashing into wind and seas, there is almost always an adverse current of nearly a knot.

Thanks to the haulout in Panama, we also learned that when fully loaded — extra 55-gallon barrels of fuel, full water tanks, lots of sails, lots of crew, dinghy and outboard, etc. — Profligate weights 22 tons. When light, she probably weighs 16 tons

Being that it's winter, and due to a fortunate/unfortunate lapse in employment, I find myself with lots of time to prepare the boat for latitudes south. And I have a question.

I have a 8'6' Avon inflatable with wood floorboards, and I'm trying to figure out the best way to store it on my 30-ft boat during a short passage, where towing it would not be practical. The only place it fits when inflated is on the foredeck. I'm not comfortable with that because it would limit access during any kind of situation. If I deflate the tubes and fold it up, it fits nicely — albeit not very attractively — on the cabin top under the boom. Do you think that deflating and reinflating it is a viable way to go, or would you buy something that might nest instead?

Dave Kendig Okolehao Santa Cruz

Dave — We'd sure test out the deflate/inflate money in real life cruising conditions before we'd invest a lot of money in trying some other alternative. But it sure would be interesting to hear what other folks with boats 30-ft and under have found works the best for them.

By the way, it would help if you included what type of boat you own, as there is a tremendous amount of difference in how much room various boat designs have.

↑ MORE ON THE MYSTERIOUS MARINER 50

Your answer to my letter in the December issue left me feeling like I don't know my #@# from a hole in the ground. l

SVENDSEN'S

WINTER IS A GREAT TIME FOR REPAIRS AND UPGRADES TO YOUR BOAT!



Svendsen's is a full-service boat yard, performing all aspects of marine repair on site, including wood & fiberglass repair, engine repair, electrical work; masts and rigging; and topside & bottom painting.

Svendsen's Metal Works

specializes in the fabrication of quality, custom stainless steel and aluminum parts, including pulpits, rails, stanchions, ladders, and custom fittings.

CALL TODAY FOR AN ESTIMATE: 510,522,2886



YOUR ONE-STOP MARINE PARTS AND REPAIR FACILITY IN THE BAY AREA!

Located in the Alameda Marina • 1851 Clement Avenue • Alameda, CA 94501 Metal Works: 510.864.7208 • Boat Yard: 510.522.2886 • info@svendsens.com

www.svendsens.com



Tel 650.347.0795 web www.halseylidgard.com Fax 650.347.0856 a division of Leading Edge, Inc.

SMOOTH, HARD AND FAST RACING FINISHES

1-800-258-598 www.epaint.net

Coyote Point Marina

- **⇒** Berths: 24' to 50'
- Concrete Double Side Ties
- → Monthly Rates: \$5.46-\$7.51 per ft. —
 Utilities and Dockbox Included
- ≥ 22' Side Ties Available at \$73 per mo.
 - Beautiful Mid-Peninsula Location Easy Access from US101
 - Club Nautique Charters and Instruction for Sail and Powerboats
 - Fuel Dock, Gasoline and Diesel
 - Accommodating Staff and Convenient Parking
 - Adjacent to Park with Playground, Shoreline Trail, Nature Museum, Beach, Picnic and Barbecue Areas
 - Adjacent to 18-Hole Golf Course and Dominic's Restaurant

1900 Coyote Point Drive, San Mateo, CA 94401

Open 7 days a week www.coyotepointmarina.org

(650) 573-2594

STONE BOAT YARD

2004 Chris Craft Models Here Now!

15% OFF

Travel Lift Haul-Outs (thru Jan. 31)

- > OUR FULL SERVICE BOAT YARD OFFERS:
 - Travelift Woodshop
 - 400-Ton Railway
 - Machine Shop
 - Marine Electrical
 - Fiberglass Repair
 - Bottom Prep & Paint
 - Engine Service Oil & Filter Change
 - Engine Service Oil & Filter Change
 - Dock Rental

DEEP WATER DOCKSIDE REPAIRS – Draft to 18'!



2517 Blanding Ave., Alameda, CA 94501

(510) 523-3030 Fax (510) 323-3332

LETTERS

can only explain it by saying that I have only owned production sailboats for the last 20 years, and this is my first — and probably last — custom-built yacht. So please be patient with

My Mariner 50 is hull #88, was designed in '78, built of fiberglass, and commissioned in '79.1 know this because that's what it says on the drawings done by designer Blaine Seeley (not sure of spelling). The builder, according to my survey.



Who can tell us more about the history of the Taiwan-built Mariner 50 design.

was Mariner
Boats in Taiwan
— although I
don't know how
my surveyor
knows that. She
is sloop-rigged,
50 feet overall,
and displaces
25 tons. I know
she isn't going
to win any
races, but I'm
hoping that she
will sail well on

anything from a beam reach to a run. If I want to go upwind, she's got a 185-hp Perkins. We decided that this would be our cruising boat because my wife told me that she wouldn't go if she couldn't be comfortable.

I sent my first letter to you because I can't find another one of these boats listed anywhere. I'm attaching a photo in hopes that it will help. I also hope that you will see her first hand on the 2005 Ha-Ha. Thanks for your help.

Mike Morehouse Santa Cruz

Mike — We apologize if we made a cranky response, but sometimes we get frustrated when readers ask us to identify boats without giving us any pertinent information. The design looks familiar from the photo, but we really don't know anything about her. Be that as it may, we're looking forward to doing the Ha-Ha with you in 2005.

↑ PROBLEMS WITH NEW FUEL JUGS

I'm responding to Don Farquharson, who complained that he and others have been having a lot of trouble with the new environmentally friendly fuel jugs, I was in the same boat. What I finally figured out is that if I didn't try to pour, but simply upended the whole jug, jamming the nozzle into the fuel filler neck and pushed, it would hold the spout open and drain the jug into the tank.

Of course, there were no such instructions that came with the jugs!

Steve Richard Catalina 34, *Kanalu* Alameda

↑UI'M LOOKING FOR THIS PERSON OR THAT

I am trying to locate a very good friend of mine, Nick Ratto, who is somewhere in the Bay Area aboard the 39-ft steel cutter *Turtle*. I know he reads *Latitude* and hope you will print this in the next issue. He can reach me at (619) 425-7281 or at joaquinroo@sbcglobal.net.

Joaquin Roo Chula Vista

Dear Readers — We get about one request like this a day.



Turning sailors into racers and racers into winners! That's been the mission of North U. for over 20 years. Our 2004 Racing TACTICS Seminar will be our best ever, teaching modern racing tactics with an emphasis on practical, real world concepts that will help you move up to the front of the fleet. **Sign up today!**

- ➤ Starting tricks for consistency ➤ Downwind shift technique
- ► Adjusting strategy on the fly
 ► Upwind tactics for control
- ▶ Mark rounding rules and tactics... and much, much more!

North U. Sign up today...sail better tomorrow!

Online: www.northu.com Phone: 1-800-347-2457 or call to receive a complete brochure



- YACHT TENDERS
- PROFESSIONAL DIVE BOATS
- RIBs & ROLL-UPS
- 🖙 LIFERAFTS
- SALES AND SERVICE

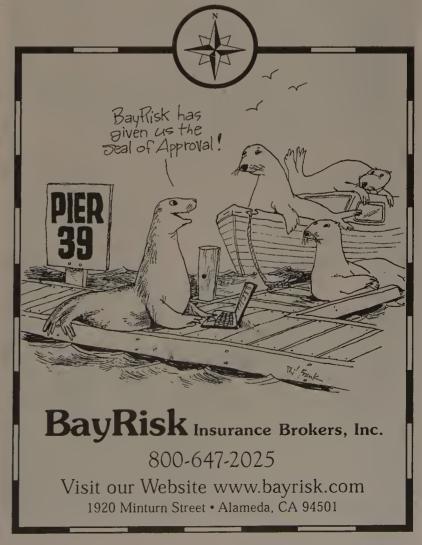


CALL TODAY FOR LOWEST PRICE OF THE YEAR!

Tim's Zodiac Marine

45570 Industrial Place #10, Fremont, CA 94538 (510) 438-9881

Now Available - AVON INFLATABLES!



..PLUS many other locations.

For information on North U.

seminars and dates log on to www.northu.com

North U. Cruising & Seamanship

and our all new Weather for Sailors seminars will be held in March.





LETTERS

As much as we'd like to be able to facilitate reconnecting people, we just don't have the time or editorial space. If it's really critical that you find someone, you'll have to take out a Classy Classified. For 'Trying to Locate' classifieds, we'll offer a special price of just \$10.

ÎUHAVING DONE A LITTLE MORE RESEARCH

In the September issue, you wrote an editorial response to my letter that went, "We hate to possibly be the bearer of bad news, but did your *Papoose* ever race under another name? We ask because TransPac records indicate there's never been a *Papoose* that has done that race. Doing a little more research, we found that only three Lapworth 36s have done the race to Hawaii: *Jo Too*, which took 5th in class in '63; *Gambit*, which took 13th in class in '67; and *Woodwynd*, which took 17th in '71 and 14th in '73."

I wish to thank all the people who responded to that letter of mine, including folks who sent me emails. In answer to the question raised by the editors, *Papoose* has an engraved metal plaque indicating that she was originally named *Margarita*. In addition, a crewmember who sailed on the boat in '67 says she was named *DotMar* before being named *Papoose*.

I appreciate the listings that have been given of the L-36s that have been in the TransPac, but feel they are incomplete,

as is clear from Skip Allan's November letter. My Lapworth was launched in '56, and was the fifth one built. One would certainly think that the first one to sail in the TransPac would have done so earlier than '63. I wonder if



This is Papoose — not broaching during the TransPac — based on official records.

the list you used started early enough to capture the TransPacs from the mid to late '50s.

Anyway, as a result of all this, I have started a modest website at www.lapworth36.com, and invite other Lapworth 36 owners and enthusiasts to submit material.

Allen Edwards *Papoose*, Lapworth 36

Allen — Our reference is the extremely detailed 726-page hardbound book, TransPac, 1906-1979, which lists all the boats and crews that have ever done that race. We've checked, double-checked, and triple-checked, but according to those official records, there has never been a Papoose. Margarita, or DotMar that has done that classic race to Hawaii. There's no reason, however, that you can't change that in 2005.

The reason there may be a slight discrepancy in the Lapworth 36s listed by Allan and ourselves, is that in a few instances boats are described as '36 foot sloop' rather than as 'Lapworth 36' or 'Cal 36'.

↑UMORE SLIPS FOR LA PAZ

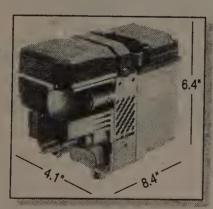
After the almost complete destruction of Marina de La Paz, it is comforting to know that progress is steady on the construction of the new Baja Marina just five miles northeast of La Paz. The luxurious marina will be properly protected by a breakwater, which is just about completed. The office and administration buildings are already finished.



ULTRA SMALL CABIN AND WATER HEATER

NEW HEATER BREAKTHROUGH

Be comfortable all year round with a quiet. reliable Webasto hot water heating system. Can be linked to pre-heat an engine and provide all the hot water you'll need in the galley or for showers.



(~)ebasto

CERAMIC IGNITION SYSTEM

- Heat output 17,200 btu/hr (5kw)
- Fuel Consumption 18 gal/hr
- Power Consumption 32 w

• Weight 6.4 lbs.

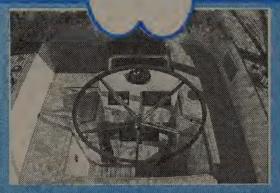
CALL FOR MORE INFORMATION



PT. RICHMOND, CA 94801 (510) 234-9566



Bottom Siders LETTERS



WANTED: ATTRACTIVE ALL-WEATHER SAILING COMPANION THAT FLOATS

Solution: BottomSiders we custom-made cookpit cushions are the answer to your dreams. Our cushions provide the style and comfort you demand. And, unlike some of your former sailing companions, you won't find any split seams or soggy seats.

- Closed Cell Foam
- UV Resistant
- Slide Resistant
- Waterproof

2305 BAY AVE. HOQUIAM, WA 98550

(800) 438-0633

PHONE (360) 533-5355 FAX (360) 533-4474

www.bottomsiders.com email cushions@bottomsiders.com

KISSINGER CANVAS

Marine Canvas & Interiors STEVEN KISSINGER

(925) 825-6734

Covering the Entire Bay Area



- Biminis
- Boat Covers
- Cushions
- Sail Covers
- Headliners
- Awnings

DODGERS

Side handrails and window covers included

OPTIONS

Aft handrail, dodger cover, sailing bimini.

Free Estimates and Delivery

When completed — it's slated to open in October of this



An artist's conception of the new Baja Marina, under construction just outside of La Paz.

year — there will be space for 315 boats between 30 and 120 feet. Finally, a place in La Paz where one can leave a boat safely — other than Ma-Palmira. rina which is also properly protected by a breakwater.

Hubert Schoenherr Destinu La Paz

Hubert — Thanks for the information. We're told Baja Marina is going to be a very upmarket resort and marina combination. With that kind of facility, and dock space for boats to 120 feet, we expect that that part of the Sea of Cortez, and the nearby islands, are about to see a significant increase in tourism.

↑ WHERE CAN I FIND MORE HA-HA PHOTOS?

Is there a place on the web where we can find more photos



"Our baby! Our baby got wet!"

from the 2003 Ha-Ha? You took a photo of us on the beach in Turtle Bay after we dumped our dinghy. My wife was wearing the Stanford hat and I was holding our drenched out-

> Charles Fallon Zephur, Cascade 36 Rancho Cordova

Charles — It's been a very busy winter, so we haven't gotten around to posting new photos on the Baja Ha-Ha website — which, by the way, is at www.bajahaha.com. But we'll try to

get around to it. Meanwhile, is this the shot you're talking about?

↑ I A FUN AND SAFE TRANSIT TO CABO

We were really impressed with the Baja Ha-Ha. This was the first Ha-Ha for us and our Island Packet 380 Crème Brûlée, as well as our first experience with real cruising. Before the start of the Ha-Ha, our sailing had been limited to daysailing or weekend cruises around the San Francisco Bay. Now our boat is in Mazatlan, poised for the trip to Puerto Vallarta, and hopefully the Canal, the Caribbean, and beyond.

We found that the Ha-Ha is much more than just a lot of boats traveling together to an interesting destination with occasional breaks for parties. First, it has an organization that encourages a lot of novice cruisers such as ourselves to make the leap and go after our cruising dreams. It's 'safe space' resulting from being surrounded by over 100 other boats linked by radio communications and operating under a set of common rules. While the Poobah made it painfully clear on



Prevent mast failure, restore mast aesthetics, upgrade mast systems - all great winter projects for our first-class rigging facilities.

WINTER RIG REPLACEMENT, RESTORATION OR REPAIR PACKAGES could include the following:

- ✔ Corrosion repair
- Change out old running and standing rigging
- ✓ Modernize your sail handling systems with the newest furler, mainsail cars and other hardware
- Make your boat more enjoyable to sail
- ✓ Radar mounts, masthead electronics replaced/upgraded
- ✔ Proven symmetrical and asymmetrical spinnaker systems for cruising and racing

Now more than 4,000 square feet dedicated to nothing but SAILBOAT RIGGING

Call for an estimate or consultation (510) 521-7027

HANSEN RIGGING

451 W. Atlantic Ave., Suite 101, Alameda, CA 94501 email @ hansenrig@sbcglobal.net

GENERATION REFRIGERATION

SMALL LIGHT POWERFUL **ENERGY-EFFICIENT**



The new Micro Holding Plate System is the first marine refrigeration system to use the advanced Masterflux do compressor designed by Glacier Bay. It provides 19 x the cooling power of the popular Danfoss DC compressors in the same size and weight. In addition to the Masterflux, the Micro Holding Plate features a number of other technological innovations which reduce its size to a compact 12"wx12"lx9"h.

The Micro Holding plate system is available in12v and 24v DC as well as a high voltage AC/DC version.



www.glacierbay.com

West Coast Dealer network Miller & Miller Boatyard Seattle, WA (206) 285-5958 Swedish Marine Richmond, CA (510) 234-9566 Offshore Systems San Diego, CA (619) 221-0101

BAIR ISLAND MARINA

SOUTH BAY'S BEST KEPT SECRET ...

LIMITED SLIPS AVAILABLE!

Conveniently located between San Jose & San Francisco

Our marina services include:

- 30' to 50' slips
- Sheltered location
- Dock boxes, phone, DSL
- Bike and jogging trails
- Clean shower, restroom, and laundry facilities
- Guest slips
- Ample parking
- Freeway access
- Children's playground
- Walk to restaurants. movie theater and more!

Offering the best in quality, convenience and customer service!



BELLPORT

Just a phone call away... (650) 701-0382 702 Bair Island Rd., Redwood City, CA 94063 www.bairislandmarina.com



McGINNIS INSURANCE

YACHT INSURANCE SPECIALISTS

COVERAGE AT ITS BEST!

CELEBRATING 31 YEARS

BEST INSURANCE AND

CUSTOMER SERVICE

Since 1972, McGinnis Insurance has specialized in offering Comprehensive Marine Agreed Value Insurance Policies at competitive rates for NEW and OLD Pleasure Craft and Mega Yachts.

CALL (800) 486-4008 TODAY!

Phone: (925) 284-4433 Fax: (925) 284-1266

License # 0570469

mcginnsins@aol.com



nauticat

by Siltala Yachts of Finland
Pilothouse Sailing Yachts & Traditional Motorsailers



NEW NC515 See at Boats Afloat



NEW NC42 See in San Francisco



'83 '84 '86 NC43 Choose from 3



'77 NC33 In Sausalito \$62,500

PRE-OWNED

'84 NC43 .. Pending
'84 NC36 ... 119,000
'85 NC52Sold
'83 NC43 ... 250,000
'80 NC44 ... 152,500
'80 NC38Sold
'77 NC33 62,500
'86 NC43 ... 234,500
'81 NC38 ... 112,000
'72 NC33 64,900

NEW NAUTICATS - CUSTOMIZED TO YOUR TASTE

Pilothouse: NC515 • NC42 • NC39 • NC37 • NC35 • NC321 Traditional Motorsailers: NC44 • NC38 • NC331



Marine Servicenter

(206) 323-2405 Seattle/Anacortes www.marinesc.com • info@marinesc.com Ask about our San Juan Islands 'offshore' delivery package

LETTERS

countless occasions that each boat was on her own and the folks aboard were traveling at their own risk, the reality is that every effort was made to make damn sure that each crew has a fun and safe transit to Cabo San Lucas.

We were impressed with the effectiveness of the daily roll



Turtle Bay sunrise as seen through the lens of Bill and Cynthia Noonan of the Half Moon Bay-based 'Crème Brûlée'.

call in giving us a good sense for where everyone was and how they were faring, and facilitating medical or technical help whenever it was needed. Not bad when you consider that 113 boats had to be accounted for. A nice by-product of the radio communications, by the way, was a first introduction for many of us to the etiquette and discipline of a cruiser net. By the time we got to Cabo, we sounded like a bunch of old SSB pros, even if our SSB had been installed just before the starting gun — as was the case with us.

Second, the Ha-Ha was a great introduction — warts and all — to cruising in Mexico. We were impressed with the places that were chosen for intermediate stopovers on the way to Cabo. They are the kinds of places that cruisers to Mexico will find most often, which gives participants some experience and confidence in cruising in that environment, and appreciating what that great country has to offer. Turtle Bay is a remote small town with no marina, but good anchoring, and an endless supply of helpful people. Bahía Santa Maríà is an excellent anchorage, and essentially has no town, just a few fishermen who were friendly, willing to be of service, and able to supply fresh seafood in exchange for fresh water, AA batteries, or a few pesos.

Via radio, the Poobah prepared the members of the fleet for what to expect from the locals at each stop, and how to behave around them — something that American travelers can be a little careless about. His message was consistently positive and, without exception, the cruisers' experience at each stop was equally positive. The Mexicans that we met on these stopovers were wonderful ambassadors for their country, and from what I was able to see, so were we folks in the Ha-Ha fleet.

If there is such a thing as a Cruising Hall of Fame, we would wholeheartedly nominate The Poobah and *Latitude 38* for what they have done for cruising, not only through *Latitude*, which is chock full of relevant cruising information with an upbeat personality, but through the Baja Ha-Ha Cruising Rally. Long live the Poobah! And thanks for the Baja Ha-Ha.

Bill and Cynthia Noonan Crème Brûlée, Island Packet 380 Half Moon Bay

Bill & Cynthia — You've gone so far overboard with the compliments that you're making us blush. But we do love the Ha-Ha. By the way. Kimball Livingston of Sail magazine, who

Being the industry leader for more than twenty years is what prompts more yacht owners to come to PACIFIC COAST CANVAS.

Offshore Dodger™

welded aft handrail bolt-on side handrails Lexan windshields

Baja AwningTM

lightweight and waterproof durable and easy to launch multiple side screen configurations

Happy New Year



HUNTER 410

- Coastal Dodger™ affordable designs same high quality materials same superior workmanship
- Cruiser's Awning™

easy setup off your dodger flies with no bulky frame comes with shade screens

Why not schedule a design appointment with the company you can trust for the best in Design, Service and Quality.

On the water at **Grand Marina**



2021 Alaska Packer Place Alameda, CA 94501 (510) 521-1829





DANARD MARINE PRODUCTS is a manufacturer-direct importer of fine stainless marine products from all over the world. We use them and test them on our own boats. By working directly with the manufacturers, we can pass on the savings to you.

Visit Our Website for Unbelievable Prices!

- SS Anchors from 4 to 105 lbs.
- SS Shackles, Sailboat Hardware and Deck Fittings Dinghy Wheels
- SS Anchor Chain

DaNard Marine Products

350 Hearst.Dr., Oxnard, CA 93030 (805) 983-8285 www.shinyboatstuff.com



Earn Your

Captain's License

at California Maritime Academy

- U.S. Coast Guard Approved
- Coast Guard Exams held on site at CMA
- No hidden costs all fees included
- 100% pass rate to date
- Personalized classes
- Continuing Education Units (CEU's)



- Operator Uninspected Passenger Vessel (6-pack)
- 100 & 200 Ton Master Upgrades
- Towing & Sailing Endorsement

707 654-1157 (or 1156)

www.maritime-education.com

California Maritime Academy
Dept of Continuing Education

200 Maritime Academy Drive Vallejo, California 94590

A Campus of the California State University

LETTERS

was aboard the SC 52 Impulse, reports they'll be having a five-page feature on last year's Ha-Ha in an upcoming issue.

↑UDID THE TENTH HA-HA, BUT ALSO DID THE FIRST

I was crew aboard Bob Edmond's Hunter 410 *Yemaya* for Ha-Ha Ten, and I just wanted to say how much we all appreciated all the work and organization you put into it. As you might recall, I did the first Ha-Ha in '94 aboard my Pearson 34 *Northstar*, so I can appreciate that things have grown a lot more complicated since then. It must be very satisfying to know that you have been instrumental in inspiring so many

people to go cruising.

It's too late for Christmas, but if someone is looking for a great nautical read, I suggest *Blue Latitudes* by Tony Horwitz. It's about Captain Cook's three monumental voyages. The book appears to be thoroughly researched, historically accurate, and written in a lively and humorous style. The author actually went to the places Cook visited and tried to get a feel for what it must have been like. There is one particularly funny episode where he signed on to a modern-day tallship to 'learn the ropes' — and couldn't wait to get off!

Dave Fiorito Currently Boatless Santa Rosa

Dave — Thanks for the nice words. We're delighted to report that the Ha-Ha Rally Committee has asked us if we'd be the volunteer Grand Poobah again on October 25th for Ha-Ha 11. Are they kidding? Of course we will!

↑UIT ONLY LOOKED UNDER CONTROL

We are perpetually snowbound and landlocked up here in Verdi, Nevada, only seeing our beloved sailboat once every



'Racer X', ahead of the carnage.

three weeks or so. So I religiously review the *Lectronic* version and, of course, rip the mailbox door from its hinges when the print version arrives.

Thank you for the photo of our boat *Racer X* in the December issue. It's funny to note that while it appears that all is under control during the gybe, a careful look at the players demonstrates that a pretty good fire drill was taking place. The boat was going 12-13 knots, and we knew that *Latitude* Racing Editor Rob Moore was lined up to windward to make us a poster child in the magazine if we muffed it. We had no idea of the carnage behind us.

We enjoy *Latitude* and respect the tons of time it takes to put it on the racks for us. Thank you for your support.

Michael A. Rosenauer Racer X/USA 57 Reno, Nevada

Michael — You're very welcome.

Ballena Isle Marina An Almar Marina



Ballena Isle Marina offers a resort-like setting just minutes from San Francisco and Oakland. Come and take a stroll through acres of tree-lined waterfront. Order room service to your boat from the area's newest restaurant, The Island Light House. Enjoy a game of tennis or browse through the newest boats available. A yacht club and picnic area are also within this beautiful marina.

Ballena Isle Marina is ideally situated to provide easy access to the Bay without a long taxi from your berth. In addition, our Alameda location offers a calm, sunny climate that few Bay Area marinas can offer. Other amenities include 24-hour fuel, yacht brokers, propane, security, dry storage and reciprocal privileges with all of Almar's California marinas. Don't let this opportunity slip away.

Sen Francisco Trabatta Isla (Farma 41 - 981 24 f

Ventura Harbor Ventura Isle Marina 805 644 5858

Channel Islands Harbor Anacapa Isle Marina 805.985.6035 San Diege Cabrillo Isie Marina 619 297 6222

Ko Olina Marina Oahu, Hawaii 808 679 1050 Ballena Isle Mamia 1150 Ballena Blvd Number 111 Alameda, CA 94501 800.675.SLIP 510.523.5528

Marina Cabo San Lucas Cabo San Lucas, Mexico 011 52 624 14 31251



ALMAR COM





LETTERS

↑UNO DIRT TO DIG UP AT CLUB NAUTICO

As the Dockmaster at Club Nautico in Cartagena, Colombia, I found it a little disturbing that Bill Riggs of the CT-65 *Valhalla* — which he describes as "the flagship of Panama" — should write *Latitude* in the September issue and ask folks to 'dig up dirt' on my employer. He makes no bones that his request is to further his goal of getting the marina concession for him and his friends.

I have been working with Club Nautico for nearly two years, and we have had many new and happy cruisers stop by and enjoy the facility. In fact, the marina has been full almost all year. Contrary to Rigg's claims, we have a group of supporters loyal to the stewardship of Sra. Canderlaria and, in spirit, Norman Bennett.

While nobody can keep every customer happy all the time, the truth is that there is little dirt to dig up about Club Nautico. Yes, we have simple norms and rules for all to abide by, rules which are designed to provide a pleasant and secure place for our visitors from all over the world. There are some that try to impose their own norms on us, which on rare occasions can lead to conflict — but that happens everywhere. The truth is that Sra. Candelaria Bennett has an enormous heart, and will sometimes allow behavior to go beyond what's normally tolerated. But at some point going too far is too much, and it can lead to a stereotypical Latin reaction on her part.

Most cruisers would acknowledge that the only reason places like Club Nautico exist is because of the passion of people like Norm and Candelaria, who have battled endlessly



When 'Profligate' passed visited Club Nautico last month, they met these cruisers, who all seemed to be enjoying their stay.

to keep and develop Club Nautico for the cruising community. I think they have done a great job concentrating on the essentials, particularly given the difficulties that come with government leases limited to 20 years. Because it's a battle, some folks have the impression that all you need to do at the end of a concession period is trump up a bunch of innuendo, make friends with a few officials, and presto, the concession is yours!

Thankfully, Sra. Candelaria has fought such battles before. Unfortunately, such battles are stressful, and they prevent us from concentrating on improving our services and making our humble marina capable of welcoming even more visiting cruisers.

I'm confident there are enough members of the cruising community here who are fully aware of Rigg's motives without my having to elaborate on them. And I'm confident that there are enough of them familiar with his having used our facility as a base for what appeared to be an escort agency using some very young and seemingly vulnerable ladies. This behavior offended many of our tenants.



EASOM RIGGING R&D

Heinken Cup • BVI Race Week • Antigua Race Week

Well-funded global race programs at the world's premier events provides the foundation for knowledge, innovation and leadership for our many customers here on the Bay!

Middle Sea Race - Malta • Farr 40 Worlds • BBS

Pineapple Cup - Jamaica • TransPac • Coastal Cup

Home to Carboncord™

We meet or beat any rigging quote.

Easom Racing and Rigging

1150 Brickyard Cove Rd. Suite B1 Point Richmond, CA 95801 (510) 232-SAIL (7245)



COVER CRAFT

The Bay Area's Finest

Hard Top Dodgers



Bay Area – Home of the

WAVESTOPPERIM

Hardtop Dodger

Over 60 built since 1997

1230 Brickyard Cove Road. #106 Pt. Richmond. CA 94801 In Brickyard Cove Marina

(510) 234-4400

CARBON FIBER COMPONENTS

- Poles
- Wheels
- Custom

- Spars
- Pedestals
- Rudders

- Booms
- Quadrants
- Bearings



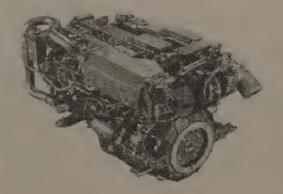
Highest Quality Parts for Your Sailboat Old or New

ACC Marine

800.848.0350 www.accmarine.com



"Complete Marine Engine Service"



- We service all makes
- New, used and rebuilt engines
- Dockside facilities
- Mobile service trucks

YANMAR

MARINE DIESEL ENGINES

P.O. BOX 2008 / 69 LIBERTY SHIP WAY, SAUSALITO, CA 94966 Adjacent to Schoonmaker Pt. Marina

415-332-5478

VOLVO PENTA



DIRECT REPLACEMENT FOR PERKINS 4-107 AND 4-108





ENGINES • PARTS
SERVICE

MARINE SERVICE INC

1-800-326-5135

LETTERS

It's also worth mentioning that there are two well-known yacht clubs in Cartagena, the Club de Pesca being the other one. Riggs failed to mention that cruisers do have a choice, and most decide to choose the Club Nautico.

John Halley, Dockmaster, Club Nautico Bowstring Cartagena, Colombia

Readers — For what it's worth, the Wanderer stopped briefly at Club Nautico in Cartagena in '94. The place was packed with cruisers, and everyone seemed quite happy.

Early last month, Profligate and her crew called on Club Nautico without warning on their way to the Eastern Caribbean. Dona de Mallorca reports that although there was no room at the facility, John Halley, Candelaria Bennett, and Candelaria's sister Mavis couldn't have been more pleasant or helpful. Just there overnight, de Mallorca reports that the tenants, as well as the cruisers in the anchorage, seemed to be having a fine time.

If anyone else wants to weigh in on Club Nautico, we're eager to hear your opinion.

↑\$\put me in with the other hot shots

How does one get a picture of their ugly mug in Season's



Dan Ouellet, a man with great passion for racing dinghies.

Champion section of *Latitude*? I ask because I need a little stroking for the New Year. I have won back-to-back Small Boat Racing Association Laser 'Chumpionships', and now have won backto-back Byte 'Chumpionships'—but not one picture in *Latitude*. I sure would like to see my photo with the other hot shots.

Dan Ouellet Chumpion In Lasers and Bytes

Readers — Due to Dan's lighthearted attitude — "Chumpionships" — we were initially unsure if he was serious or not. Turns

out, though, that Dan has a pretty remarkable sailing resume. His sailing career started back in 1970 when a college buddy took him for a ride aboard a Sunfish on Lake Merritt. He's been racing dinghies ever since. After a few years of college racing, he bought his first El Toro and raced it every weekend, learning technique for several old hands at the Lake. He moved up to Lasers in the mid-'70s, finally winning the Laser SBRA Championships in both 1999 and 2000. After shifting to Bytes, he won season championships in both '02 and '03.

Dan shares his passion for sailing by coaching an Oakland high school racing team and instructing both kids and adults at Oakland's Jack London Aquatic Center.

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

The AP20 Series Autopilots - awarded top honors by NMEA

The wide range of Simrad Autopilots for sail and power will steer your vessel through the toughest conditions, voyage after voyage. Three distinct models promote flexibility in the AP20 series. Any of these can be utilized alone or can be combined to form a multi-station system.

Since 1984, Simrad has continuously won the top Autopilot award by the NMEA in every Autopilot category.

* National Marine Electronics Association

- Your number one helmsman

Call for the new Simrad Catalog or visit our web site.

www.simrad.com



ALWAYS AT THE FOREFRONT OF TECHNOLOGY





~ Quality Electronics ~

Maritime Electronics

Sales • Service • Installations a **West Marine** company

SAUSALITO 300 Harbor Drive 94965 (415) 332-5086 • FAX (415) 332-6344 Sales@MaritimeElectronics.com

SVENDSEN'S





SPECIAL SALE PRICE

Offer Limited to Stock On Hand **VISIT SVENDSEN'S TODAY!**



YOUR ONE-STOP MARINE PARTS AND REPAIR FACILITY IN THE BAY AREA!

Located in the Alameda Marina

1851 Clement Avenue • Alameda, CA 94501 Chandlery: 510.521.8454 • store@svendsens.com

www.svendsens.com

ALAJUELA 38 CUTTER



That's right! Have a well proven Colin Archer-designed Alaiuela 38 in a state of new condition for the price of a used one. Galmukoff Marine, Inc. of Port Townsend, Washington is in the process of finishing off a major refit/restoration of Snowflake an Alajuela 38 cutter - hull number AYC8M0710479. Except for the well built hull/cabin structure, this boat will be virtually new. However, we are stopping short of interior trim and finish, as well as exterior finish, to allow the new owner to have it their way!

Choose your own upholstery, colors and trim! We are also offering a generous electronics package as part of the deal. Along with a brand new Yanmar 4JH diesel, all onboard systems are brand new including every piece of wire, every fixture, every component, and all of the plumbing. Sails, winches and rigging are two years old. Running rigging is brand new.

\$173,000

Contact Bob Muret or Mike Galmukoff

888 • 300 • 3054

Email: mike@galmukoffmarine.com

www.galmukoffmarine.com

Good thing they purchased insurance from Blue Water Insurance



Blue Water Insurance covers more active cruising boats than any other marine agency in the Western Hemisphere and is the leading innovator of insurance products for the offshore sailor.

Our Insurance Programs Provide

Crew of two Anywhere

World Wide Navigation

Hawaii

Europe

South Pacific

Caribbean

Low Local Coastal Rates

Local Coastal USA · Hawaii

Blue Water World Wide Health Insurance

International and USA health insurance plans at affordable prices.

West Coast Office

East Coast Office

2730 Shelter Island Dr. San Diego, CA 92106

1016 Clemons St., Ste 200 Jupiter, FL 33477



Call Toll Free:

866-463-0167

Visit our web site: www.BlueWaterins.com



ATTORNEYS AT LAW

Maritime Law in a Full-service Law Firm
Litigation • Labor and Employment Law • Maritime
Business and Corporate Law • Real Estate and Construction Law Franchise • Environmental, Natural Resources and Energy Taxation • Elder Law • Estates and Trusts • Commercial Law

FITZGERALD ABBOTT & BEARDSLEY LLP

1221 Broadway • Floor 21 • Oakland • California • 94612 Visit us at www.fablaw.com or call 510.451.3300

LOOSE LIPS

It's not over yet.

Fletcher Christian and his band of Bounty mutineers have returned to haunt the British government at a court case being heard in New Zealand. A lawyer defending a group of Pitcairn Islanders on sexual assault charges said the trial before the Pitcairn Island Supreme Court — which is set up according to British law - "was illegal because the Crown never attempted to claim the tiny Pacific island after a British ship first sighted it July, 1767." Say what?

Furthermore, proposed Pitcairn public defender Paul Dacre, Christian and the other mutineers who later landed on Pitcairn effectively severed their ties with Britain when they committed the capital offense of burning HMS Bounty on January 23, 1790, a year after the mutiny. So, Dacre argued, the British legal system had no jurisdiction over the trial, and the Pitcairn community should instead deal with the case. The court did not immediately rule on this novel defense tactic.

Dacre is defending 13 island men facing allegations involving rape and sexual misconduct with women and girls as young as 3, some of which date back 40 years.

Britain administers the island - or thought they did -

from Auckland, 3,312 miles away.

(from the November 30 The Cargo Letter, www.interpool.com/tcl/)

Joliga John down but not out.

Hello from Califia. We're anchored off Liapari Island near Vella Lavella in the Solomon Islands. John Sloboda's Oxnardbased Ranger 30 JoLiGa II is on a mooring 300 feet from us.

JoLiGa II is secure and being closely watched by Noel Hudson, a Kiwi engineer and owner of a small marina in this lagoon, because last week John was flown to Guam Naval Hospital for treatment of an infected foot and uncontrolled diabetes. Unfortunately, he had a heart attack after his first surgery to amputate one foot and possibly a leg. He was reported to be comatose most of the time. There is only a guarded' prognosis for his recovery.

Since 'Joliga John' has so many friends in Mexico and across the South Pacific, we hope you can pass this information along. We met John in Tahiti, and were inspired by his tales. We talked with him on SSB while he traveled from Australia to the Solomons this year, and were planning a Thanksgiving day reunion with him in Gizo. As Latitude readers know, his story of falling overboard off Panama and having to swimaround for nine hours before being rescued - as retold in the February 2003 Latitude — is a classic.

It should be noted that Fred Roswold and Judy Jensen of the Seattle-based Serendipity 43 Wings did extraordinary work in getting John out of the Solomons. Fred also did an extremely detailed computerized inventory of what was aboard JoLiGa II, as well as moving her to this beautiful, secure moor-

Keithie Saunders in Honiara, an agent for the U.S. Consul, has been extremely helpful in handling John's paperwork and facilitating his travel out.

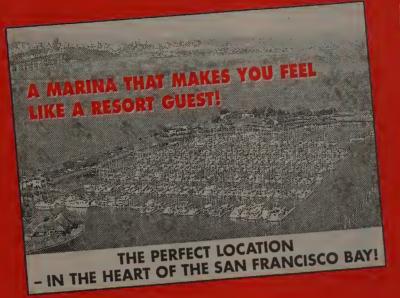
— glenn and glenna owens, solomon islands

Readers — When Sloboda did the Puddle Jump in 1999, he was 67-years-old, which tied him for the oldest participant that year. A short time before, he'd nearly died of a collapsed lung, so figured he didn't have anything to lose by trying to cross the Pacific. He's had four adventurous years in the Pacific since then, doing what he loves the most. We hope he pulls through for a few more.

EMERY COVE

SAN FRANCISCO BAY REAL ESTATE

Own your 35 to 55' boat slip - Fee simple



BUY A SLIP... SAVE MONEY

& EARN EQUITY!

Save 1/3 of your rental cost when you own your own boat slip and enjoy big tax savings as a slip owner. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE dockominium ownership.

OR RENT... COMPETITIVE RENTAL RATES!

Rental rates from \$7.10 to \$7.60

CALL FOR A COMPLETE MARKETING PACKAGE • 510-428-0505

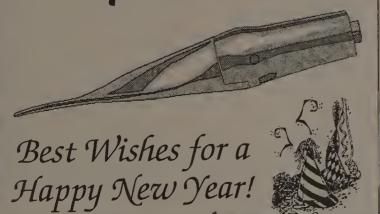
3300 Powell Street, Emeryville, CA 94608 • www.emerycove.com • Email. info@emerycove.com

Alameda Prop & Machine

at the Grand Marina Marine Center (510) 522-7899 (800) 774-7899

www.marinepropellers.com

Folding & Feathering Props Are Faster!



Prop Sales, Repair, Sizing
Wide Selection of USED PROPS
Inboard • Outboard • Folding • Feathering



1983 HANS CHRISTIAN 39 PH Beautiful condition, many extensive upgrades – must check web presentation. Offered at \$159,900.



1979 BALTIC 51
Rare find! Fully outfitted for cruising.
Superb condition. Call for more information. Offered at \$275,000.

51'	Fraser, '86	3	******	\$29	8,500
	Valiant, '7		********	\$15	0,000
40	Vallant, '7	6		\$11	9,500
39	Southern	Cross		\$12	
38	Wauquiez	Mk I		\$10	0,000
37	Valiant ES	prit,	10	\$9	3,500



1983 LIBERTY 458
Original owner boat. Teak decks perfect. New LPU on hull & spars. Furling all sails. Interior like new. \$219,000.



1990 VALIANT 40-42
Original owner, Bristol condition, carbon fiber rig and numerous upgrades.
Cali for more information. \$325,000.

	normalitati kanalata	uesta Silva Africa	
36' Sweden, '84		.\$119,5	00
36' Malo, '03		\$285.0	00
35' Wauquiez, '		\$88.5	00
35' Wauqulez, '	2	\$82.0	
33' Wauquiez,	A Committee of the Comm	\$62.5	
og Ware Christ	B. 195	6500.5	10



DISCOVERY YACHTS

Seattle, WA 98109 • 800.682.9260 www.discoveryachts.com

Dealers for: MALÖ, REGINA of VINDÖ, FARR PILOTHOUSE YACHTS
FINNGULF & LATITUDE 46



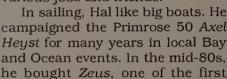
LOOSE LIPS

Eight bells.

We are saddened to report that Hal Nelson passed away on Thursday, December 18 of complications from pneumo-

nia. He was 76.

Nelson came to sailing from the steel business. Twenty years ago, he started Nelson's Marine on Clement Street in Alameda and soon built it into one of the top yards in Northern California. Seven years ago — about the time the yard moved to its present location in the former Alameda Naval Air Station — Hal retired. But sometimes it was hard to tell: he still came into 'work' almost every day to keep tabs on various jobs and friends.





Hal Nelson.

MacGregor 65s, and campaigned it for years with a large cast of characters including son Carl and good friend John Townsend. "He called himself the 'naviguesser,' but Hal was a great navigator," recalls Townsend. "I remember getting up about 3 a.m. one morning, climbing out of my bunk and there was Hal at the nav station, looking over a chart. And I knew everything was okay." Perhaps the most memorable run was the '87 Catalina Race when *Zeus* broke the course record. As they passed the finish line, Hal was boog-a-looing at the helm to the *Rocky* theme blasting from the cockpit speakers.

Among his many significant contributions to the racing tapestry of Northern California, Hal was instrumental in the creation of the Pacific Cup, the 'fun race to Hawaii'.

Nelson's other great passion was golf. A feature of the early Catalina races was a golf tournament after arrival. So part of the gear on *Zeus* was golf clubs — both Hal's and Svend Svensen's. The two boat yard owners were just as friendly rivals on the links as on the water.

In the last few years, Hal showed yet another side to his creativity: painting subjects he knew well — racing sailboats. Our condolensces to the Nelson family.

- The local sailing community also lost Roger Wales last month, to cancer at age 64. Wales, well known for being the Northern California Hans Christian and Freedom Yachts dealer in the late '70s and early '80s, was a colorful character with an unusual story. He started in the yachting business by selling Hans Christians from the back of his car — while working full time at Montgomery Wards. He did this for almost a year before getting into the business full time. In addition to racing high performance boats to Hawaii and Mexico. Wales and his wife Darien cruised to Mexico aboard their Freedom Aurora in '92-'93. They've left the boat in San Carlos ever since, returning for about a month of cruising each year. Darien reports that Roger's melanoma started as a funny spot on his back just three months ago, and 'exploded'. This despite aggressive treatment at the John Wayne cancer center in Southern California.

New life for the Big U.

In another bit of ironic fallout from 9/11 (and the SARS epidemic), last spring Norwegian Cruise Lines acquired the SS United States and is planning to put the 51-year-old liner



BOAT SHOW Booth 950



Built at The Watermaker Store Lifetime warranty on castings, 10 years on assembly and 5 years on bearings.

Our wind vane systems are built in San Diego by Water & Power, Inc.

619-795-7079 • Fax 619-226-1077 www.watermakerstore.com • www.flemingselfsteering.com 1273 Scott Street • San Diego, CA 92106

This New Year, To Sail More Often

Cass' Marina has been offering year round sailboat rentals and lessons for 43 years. We're here to help you keep that resolution! We've planned an exciting year; from fantastic destinations to interesting new classes.

Our resolutions make sailing a breeze...

- **▲** Get your US Sailing Coastal Piloting & Navigation Certification. Classes start February 10th.
- Rent a sailboat! For a day, a weekend or longer, for as little as \$125 an afternoon, Boats from 22' to 35' available.
- **⚠** Get your US Sailing Basic Keelboat Certification Includes 6 lessons, textbook & an all day sail.
- ▲ Get your **US Sailing Cruising Certification**. On San Francisco Bay or perhaps in Italy.
- ▲ Join Cass' WH20-Women on the Water for US Sailing Basic Keelboat or Cruising Certification.
- ▲ Join us for a Practical GPS Navigation seminar aboard Nighthawk, the newest member of the fleet, a Cal 30.
- **♠ Charter** a USCG skippered yacht for a special event.

1702 Bridgeway (at Napa St.) in Sausalito. Find us on the Web - http://www.cassmarina.com



SAILING SCHOOL & CHARTERS

Remember, We're open year 'round. Weather permitting.



LOOSE LIPS

back in service. The 990-ft 'Big U' is the largest ocean liner ever built in the U.S., and remains the fastest. On her maiden voyage in 1951, the liner set a three-day, 10-hour record across the Atlantic that was not bettered until the 1990s (by Richard Branson's speedboat and a high-speed ferry). The Big U's record Atlantic times — both east and west — have never been threatened by modern cruise ships. The purchase is the fourth ship in NCL's plan for a fleet of US-flagged vessels. A relaunched SS United States would add more than 1,000 American maritime jobs and 5,000 shoreside jobs to the 3,000 maritime jobs and 17,000 shoreside jobs that NCL's US flag initiative with Project America is predicted to generate. The plan is to make her a coastal cruise ship for the Atlantic seaboard. For more, see www.ssunitedstates.com.

Willie finally free.

Sad news out of Norway last month was the death of Keiko, the 25-ft orca who starred in three Free Willie movies. The first film, wherein a young boy conspires to release the captive Willie so he can rejoin his family pod, inspired a \$20 million, multi-year effort to accomplish the same goal in real life with Keiko. who had been captured as a yearling near Iceland in the late '70s. Languishing in poor health in a Mexico City aquarium at the time the movies were made, Keiko was eventually moved to a gigantic cold-water tank in Oregon constructed just for him. In his new surroundings, the orca's skin lesions cleared up and he gained more than a ton to trim out at a svelte 11,500 pounds. He was also taught to hunt live fish on his own. The next step was to move him to Iceland, where he underwent more months of acclimation and semi-captivity, including forays into the ocean with 'chaperone' boats. However, when he was finally released amid much fanfare in mid-2002, he was only gone for about a month before turning up in a fiord near the little village of Halsa, in Norway. And wouldn't leave. Apparently, the 20-somethingyear-old whale (actually, orcas are the largest members of the dolphin family) had had his taste of the wild, and decided he preferred human company. After the initial furor — people jumping into the water all the time to swim with him — Keiko was babysat by a group of scientists who tried anew to get him to 'go home' to what they believed to be his original pod in nearby waters.

Keiko passed away peacefully on December 12 of what is believed to have been pneumonia, although no one is quite sure how he got it. In the final bizarre twist to Keiko's bizarre life, he was buried ashore in a secret location.

Correction.

In last month's *Sightings* article about Steve Brown, the solo sailor whose boat was found adrift in the Pacific, we mistakenly referred to his *Southbound* as a Bingham 32. In fact, it is a Northwest 38. (The mistake came from our records showing Brown's first circumnavigation was aboard the Bingham. He had recently completed a second circumnavigation aboard *Southbound* before his disappearance.)

We also checked in with Steve's brother Tom and sister-in-law Pam for any news on sightings of the boat, which they would like to recover. There have been none, but Pam did say that Drs. Curtis Ebbesmeyer and Jim Ingraham — two drift analysis experts in Seattle — have run a probable drift pattern on the boat, which indicates it may be headed west, toward Hawaii. (As of the new year, that would put it just about halfway between here and there.) Anyone sighting Southbound is urged to contact Tom and Pam (who are in Hawaii) at tompamkauai@earthlink.net, or 808-651-3533.





Hogin Sails Loft Closed for the holidays December 20 through January 4. Reopening Monday, January 5, 2004.

New Saturday Hours: 9 to 12 ~ 2nd & 4th Saturdays of the month only



In the Alameda Marina at: 1801-D Clement Ave. • Alameda, CA 94501

(510) 523-4388

Mon to Fri 8:30 am to 5 pm Sat 9 am to Noon - 2nd & 4th weekends of mo. e-mail: hogin@aol.com • www.hoginsails.com

Berthing at **Oyster Cove**

can make boating easier, more convenient and more enjoyable!

Making boating easier – and more fun! is what a marina should be all about. That's why Oyster Cove Marina rates number one with many Bay Area mariners. It's an exclusive yet reasonable facility of 219 berths, accommodating pleasurecraft in slips 30', 32', 36', 40', 44', 50' and 60' in length.

Oyster Cove is the private Peninsula marina closest to Blue Water boating. Want to cruise to Sausalito, lunch at Tiburon, or sail to Angel Island? How about a day's fishing outside the Gate, or a weekend at the Delta? No other private Peninsula marina is better situated or offers nicer, fresher surroundings.

- Berths 30 feet to 60 feet
- Double Finger Concrete Slips
- Water & Electricity Included in Slip Fees
- Telephone Available
- Close to the Airport
- Five Minutes to SFO
- Heated Dressing Rooms & Showers
- Laundry Room
- Nightly Security Patrol
- Complimentary Ice
- Cable TV
- High Speed Internet Access

END TIES

Available at \$5.50 per foot.

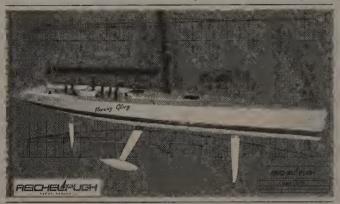
OYSTER COVE MARINA

385 OYSTER POINT BOULEVARD #8A SOUTH SAN FRANCISCO

(650) 952-5540

pyewacket — the next big thing

Roy Disney's latest *Pyewacket* splashed down off Auckland in November. And compared to her three smaller predecessors of the same name, she is — in all ways — the Next Big Thing.



Sisterships 'Pyewacket' and 'Morning Glory" (above) both sport canting keels and forward rudders.

The newest Puewacket is an 86-foot, canting keel, twinruddered sloop designed by Reichel/ Pugh to the MaxZ86 class rule. To refresh your memory, the Bay Area's Bob McNeil came up with the idea of the new class with the creation of his waterballasted Zephyrus V in 2002. The thinking was to create a

new level-racing maxi class. Disney and German billionaire Hasso Plattner signed up, but by the time their boats were started the rule had bent to allow canting keels — rendering Z5 instantly obsolete. Welcome to the world of big boat racing.

Built at Cookson's Boat Yard in Auckland (reportedly chosen so Disney could watch the boatbuilding process and the last America's Cup), *Pyewacket's* November launch occurred just days before Plattner's *Morning Glory* hit the water at McConaghy's yard near Sydney, Australia. The boats are virtually identical sisterships, down to the CBTF (canting ballast twin foil) technology patented by DynaYachts, whose office is a few blocks up the street from Reichel/Pugh in San Diego.

Just before presstime, longtime *Pyewacket* program jib trimmer Scott Easom arrived home from several weeks of seatrialing the boat. We sat him down for a long 'executive lunch' full of glowing reports for the boat, the program, and his boss. Here are a few highlights. . .

* The CBTF keel and rudders are certainly the focal points of both *Pyewacket* and *Morning Glory*. In an amazing bit of technology all but unimagineable 10 years ago (but today almost 'typical' of what goes into a high-end maxi), the 14-ft strut and all its attachment and pivot points are machined out of a single chunk of steel — eliminating the possibility of failed welds. The strut swings an 18,000-pound bulb through 51 degrees of arc by means of two 30-ton rams, which remain all but hidden under the floorboards. The rams, which work in tandem (one pulling, one pushing) are also redundant — if one fails, the other can do all the work.

* Above 9 or 10 knots of wind, the keel goes to full 'cant' on the windward side. Scott says seeing it gliding there a foot or two beneath the surface takes a little getting used to — especially since the bulb leaves its own little wake to windward of the boat's. In lighter breeze, you 'play' the keel with a Gameboy-like remote as if it's a giant video game — 'keel guy' is actually a designated position on these new boats.

* On both *Pyewacket* and *Morning Glory*, the keel has systems and back-up systems. In its fastest mode (which requires that the engine be running), Easom says you can swing the keel through its entire arc from one side to the other in 12 seconds. "It feels and sounds like the boat's coming apart, but so far it works great!" he says. At the other end of the spectrum, if the boat experiences total power failure, the keel can also be manually operated via an hydraulic pump called a 'carboni' that can be geared into the coffee grinders. And yes, there is a 'panic button' that will cause the keel to immediately drop to centerline.

* Pyewacket's 125-ft (off the water), five-spreader Hall Spars mast is a marvel of cutting edge technology. All carbon, it is held aloft by PBO standing rigging (essentially really strong, low-stretch rope) that is spliced and shrink-wrapped at every juncture. Swept back spreaders were considered to allow tighter sheeting angles on the jib, but the

continued on outside column of next sightings page

america's cup

There were several significant announcements made in the last couple of months regarding the 2007 America's Cup. Here's a quick review.

In a runoff 'election' just as full of intrigue, press leaks and 'political contributions' as anything in this country, the America's Cup-winning Alinghi Challenge team announced last month that it had chosen Valencia, Spain, as the site for the next America's Cup.

(For those of you who have recently been returned to earth by alien abductors, *Alinghi* couldn't hold the Cup in their home country because Switzerland doesn't have any coastline.)



announcements

Reportedly, the main reason Valencia won out over other contenders like Lisbon, Naples and Madrid, was due to its dependable wind. The 15 to 20-knot breezes off Valencia in the summer are almost as dependable as they are in San Francisco Bay. But there had to be at least a wink toward this trivia: sailing's holy grail will be contested off the city where the *actual* Holy Grail has been enshrined since 1437.

Construction on the multi-million dollar facility reportedly began within a week of the announcement, with a target completion date of 2005. In the meantime, early-bird teams will be setting up camp continued middle of next sightings page

pyewacket — cont'd

designers opted to 'hollow out' the leading edge of the bottom spreaders (viewed from above, this looks like a giant archery bow aimed toward the stern). This configuration, combined with the PBO, saved about 1,200 pounds over what a swept-back rig would have weighed.

* We were surprised to hear that the fore-and-aft rudder arrangement works much like the pioneering setup on Tom Blackaller's 1987 'revolutionary' America's Cup 12 Meter *USA* (aboard which Easom also crewed). There are two wheels at each steering station — the larger 'outer' wheel controls both rudders, which turn in opposite directions to facilitate quick maneuvers, while the inner wheel is for fine tuning. On extended tacks, both rudders can also be trimmed independently.

* As you might have read, *Pyewacket* owner Roy Disney recently retired from the empire his uncle Walt created 50 years ago. But a bumpy transfer of power forced him to fly in and out several times during *Pyewacket*'s sea trials. When he left before Thanksgiving, it was

continued on outside column of next sightings page



pyewacket - cont'd

aboard a commercial jet — he left his personal 737 for the crew to ride home to their families. "That's just one of many examples of what kind of guy he is," says Easom.

As far as other familiar faces, there are many returning veterans of past *Pyewacket* campaigns. They're all the best, too, which Easom says makes the work of figuring things out one of the most enjoyable aspects of learning the boat. Among the more notable returning alumni are project manager Robbie Haines, afterguard members Ben Mitchell and Doug Rastello, and boat captain Gregg Hedrick. In addition to Scott, Bay Area regulars include Zan Drejes, Ricky Brent, Hogan Beattie and navigator Stan Honey (who are joined by local 'new guy' Andy McCormack). In full battle trim, *Pyewacket* will carry a complement of 19.

And how did Disney's newest feline ('Pyewacket' is the name of the witch's cat in the book and movie *Bell*, *Book and Candle*) fare in her debut? "She outsailed her polars on every heading," notes Easom. "In 18 knots of wind, we hit a top speed of about 22, and we weren't even trying. We're pretty sure this boat will do 35 with no problem."

Unfortunately, we won't be seeing much of either *Pyewacket* or *Morning Glory* on this coast until about 2005, when they'll show up for both TransPac and the Big Boat Series. In the short term, both boats are headed for Florida, where they'll begin terrorizing the Caribbean at the upcoming Heineken Regatta, followed by the BVI Spring Regatta and Antigua Race Week.

There's lots more to tell, and we plan to do just that in a feature-length article on these two Reichel/Pugh rocketships next month. In the meantime, we encourage you to get up early on Sunday, January 18 and head on over to the Corinthian YC for a spot of breakfast and a slide show presentation Scott has put together on the new *Pyewacket* and some of the incredible technology that has gone into her creation. This will be held in conjunction with the CYC Midwinters, although it is free and open to all interested sailors. The show starts promptly at 10 a.m., so don't be late.

america's cup

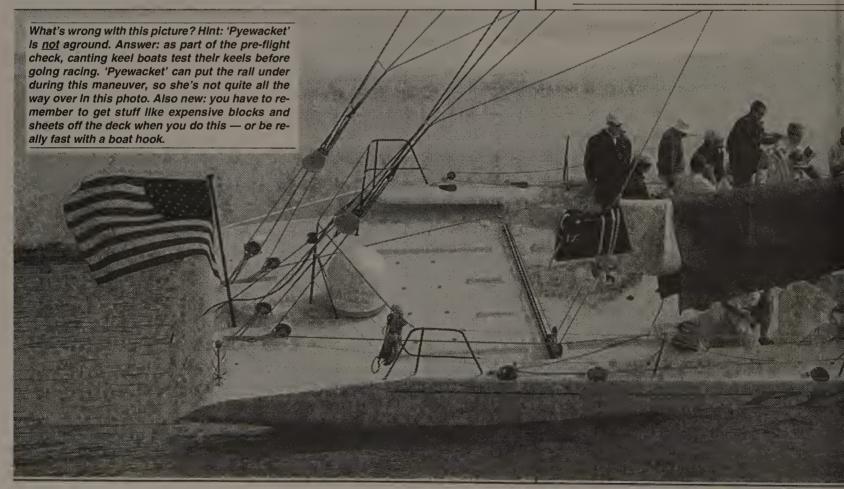
30 miles up the coast at Catellon de la Plana, where the Spanish and French teams trained for the last Cup.

A week after the Valencia announcement, a new class rule was announced. Following months of work and consultation with designers, sailors, teams and the A-Cup community, 'Version 5' will give the world boats that are lighter, quicker and more responsive. Among the changes:

- A 1-ton drop in displacement
- —An increase in allowable draft of 100 mm (about 4 inches)
- An increase of 8% in downwind sail area
- Increase from 16 crew to 17.

(It was not immediately clear if the boats would continue to carry a non-participating guest in the transom scoop, but we are assuming at the moment that this will continue.)

It's hard to imagine such subtle changes are going to be apparent to the typical TV viewer. (We were secretly hoping they might do something *really* cool like announce that the A-Cup would be raced in MaxZ86s.) But there's a good reason for small, incremental changes, the main one being that an older 'Version 4' boat (which includes all of the ones that raced the last two times in Auckland) can be modified relatively inexpensively to meet the Version 5 parameters.



- cont'd

Team New Zealand managing director Grant Dalton was one of the first to comment on the new design rules. "They had to be careful not to make boats obsolete and put costs through the roof," he said, "and they have done that."

"The Cup is about development. [The new rules] will confine experimental areas, but I still think you will see quite different boats from what you did last time."

Also last month, Alinghi announced the second meeting between itself and Oracle/ BMW in a match-race series to be held off Newport, Rhode Island, in mid-June. The format will be similar to the Moet Cup held here on the Bay in September, only with a new sponsor, UBS, the global financial services leader. The UBS Cup also marks a couple of milestones in the leadup to the next A-Cup. It's the first time modern America's Cup yachts have raced off Newport since Dennis Conner's Liberty was defeated by Alan Bond's Australia II in 1983, and, according to Alinghi skipper Russell Coutts, "it will be the official start of our campaign for the Americas Cup 2007." The format will be similar to the Moet, with both an owner-driver series and pro-driver series, and courses intentionally set close to shore to maximize shoreside viewing. Another possible change: Other (unnamed) teams have excontinued middle of next sightings page

wanderlust's wild ride

"This is the sailing vessel Wanderlust with an emergency!" That was the message put out on December 5 by Mike Harker on the much-traveled, Manhattan Beach-based Hunter 466 Wanderlust

on December 5. Mike and crewman Fabio Ferreira were 500 miles north of Nuka Hiva on the way to Hawaii when, in pitch darkness two hours before dawn, Wanderlust hit something in the water. "l heard a thud on the keel and a millisecond later, a snapping sound," says Mike. In the 18 to 20-knot ESE winds, the boat immediately did a quick circle and would not respond to the wheel. The two men doused the sails and Fabio put on a harness and went over the transom to check the



Mike Harker checks one of four makeshift rudders needed to get 'Wanderlust' to port safely.

rudder the only way he could — with his feet! The toe test confirmed their fears: the rudder had snapped off even with the bottom. The good news was, there were no leaks in the boat.

Thus began The Ordeal that would see the two exhausted sailors using every trick in the book to nurse their wounded steed back to safe harbor, and a heroic performance by another cruising boat.

The nearest port was the one they'd departed several days earlier. Nuka Hiva. The first order of business was to get Wanderlust under some kind of control so they could get there. Mike and Fabio doused the sails and for the next three days tried to power with various arrangements involving warps. They dragged loops of rope, chain, anchors, buckets. You name it. It didn't work and there was the ever-

continued on outside column of next sightings page



wanderlust - cont'd

present danger of wrapping a line around the prop.

In between trying different steering arrangements, Mike managed to contact a freighter on VHF. The freighter passed the message on to



The Australian cruiser 'Only Tomorrow' motorsailed almost 1,000 miles round trip to help 'Wanderlust.' "We would have had to abandon the boat if it weren't for them," says Harker.

the French Coast Guard in Tahiti. They called back on Wanderlust's Satphone to inform him that they would be happy to dispatch a patrol boat to tow him to Tahiti - for \$1,000(US) an hour, with a minimum charge of 36 hours. Thanks but no thanks. The next morning, the U.S. Coast Guard called with only a slightly better offer: if Mike

and Fabio felt they were in a "life threatening emergency", a cutter and/or helicopter would be dispatched to rescue them. But they would have to leave *Wanderlust*. Mike vetoed that offer, too.

Wanderlust also made contact with Hunter Marine in Florida. The company suggested a method for making a 'sweep' type rudder and immediately packed up a replacement rudder to be flown to Tahiti (the nearest large airport). Mike was also in regular contact with their weather guide, Gary Walls on Amadon Light in Nuka Hiva. (Walls and crewman Bill Healy sailed Amadon Light out of Los Angeles for a quick look at the South Pacific in 1979. They have yet to return.) The following day, Walls put out a request for assistance to any other boats in the area. It was answered immediately by Barry and Val Watts on the Australia-based 38-ft cutter Only Tomorrow which was in the Taiohe Bay anchorage with Amadon Light. Without a moment's hesitation, they upped anchor and headed for Wanderlust, 400 miles away.

Meanwhile, life aboard *Wanderlust* was not fun. The boat was rolling heavily, rendering sleep out of the question and even peeing a major ordeal. Mike and Fabio finally gave up on the warps and, using Hunter's rough guidelines, built a makeshift sweep rudder out of the boat's spinnaker pole and a cabin door. Five days after the boat's real rudder had snapped off, the two sailors had the auxiliary rigged and were finally able to hold a course. On the sixth day, "as the moon was setting in the west and the sun was just rising in the east, I saw *Only Tomorrow* headed our way," says Mike.

After a happy greeting and a brief discussion, it was decided that *Only Tomorrow* would escort *Wanderlust* rather than attempt a tow. The American boat was still able to hold course and *Only Tomorrow* would not have been able to tow her any faster than the 4 knots she was making.

The first rudder gave up the ghost after 120 miles. *Only Tomorrow* threw over a line with a 2 by 4-foot piece of plywood and a saw. Mike fashioned another rudder from that and reset it. (Much easier to say than do: it took many lines to keep it in one place and hours to make even a small adjustment.) That rudder lasted 80 miles before the pole bent in two. Again, a line was passed from *Only Tomorrow* and this time the Australian boat's spinny pole was at the end of it. Mike attached the same piece of plywood to the new pole and again, he and Fabio laboriously rigged it off the stern of *Wanderlust*. Another 80 miles, then a fitting holding one of the stabilizing lines ripped out of the transom, so they had to come up with a different stabilizing system.

And so it went. To add insuIt to injury, the wind had changed to the East and was gusting to 30 knots. Big sweIIs were slamming Wanderlust broadside, some coming aboard to momentarily fill the cockpit continued on outside column of next sightings page

a-cup

pressed interest in attending, which may change the format.

The race format will once again bow to TV coverage with variable-length courses in both the Louis Vuitton (Challenger) series and the America's Cup — shorter legs in light wind. longer in more breeze — so that each race lasts about two hours. However, the actual Cup series itself will harken back to the old J-Class days with a change in the number of races. Instead of the best-of-nine (the standard for the



- cont'd

last three or four Cups), in 2007, it will be the best of five: the first boat to win three races wins the Auld Mug.

Finally, to keep the Cup in front of the cameras, race organizers have put together a series of pre-regattas in three or four different venues in 2004-2005, and two in Valencia in 2006. These lead-up events will 'seed' boats going into the Louis Vuitton Cup. Those rules and formats have yet to be finalized.

wanderlust — cont'd

and send the boat spinning out of control. And then there was that pesky speck on the GPS screen. . . .

"When I tried to remove it, it was on the screen," says Harker. "I zoomed in and it was on the chart! It was a rock so big that it was named, Matu Iti. But the rock wasn't the problem. You can go around a rock. The problem was the depth contours of 90 feet or less around the rock. The rise of the sea bottom from 3,000 feet to 90 feet in 2 miles means huge waves. We needed to miss that shallow bank completely."

More adjusting, more waiting. With the combination of wind and waves, the boat would sometimes swing through an arc of 50 or 60 degrees on either side of her intended heading of 128 degrees. That continued on outside column of next sightings page



wanderlust - cont'd

was as good as the rudder would do. Course changes meant untying half a dozen lines on each side of the boat, tightening some and loosening others, and retying. By trial and error, Mike and Fabio had also



Mike with rudder #2, or is it #3?

figured out a sail arrangement which helped the boat track better, although when the wind piped up — and unable to come head-to-wind — they had to cut part of the luff off the main to get it down.

A week into the adventure, *Only Tomorrow*'s alternator failed and the boat was running low on fuel. It was decided she should run back for Nuka Hiva. "No sense having two boats stranded in 30-knot winds," reasoned Mike.

On December 16, after 11 days of getting pounded and constantly fighting to stay on course and keep ahead of broken stuff, things finally started looking up for the tired sailors of *Wanderlust*. The fourth rudder was holding, the wind was going down and they had finally entered calmer seas in the lee of Nuka Hiva. They

could even see the island.

Only Tomorrow had fixed their generator problems and had also rigged a towing bridle. They were ready to go at a moment's notice if Wanderlust needed help. Otherwise, Mike said to stay in port and stand by. Within 10 miles, near disaster struck. With Fabio below getting some much-needed rest, one of the lines holding the tiller snapped. As Mike was hanging over the stern to make the repair, exhaustion finally caught up with him. "I started to feel dizzy and fell onto the pole, backwards, my head and shoulders under water." Luckily, his harness (both sailors were snapped onto the boat whenever they were on deck throughout the trip) held him from going all the way in. Mike doesn't remember exactly how he got back aboard. All he recalls is being wet and being sorry to wake Fabio an hour early for his watch. "I was totally exhausted," he says.

As *Wanderlust* approached the tricky entrance to Taiohe Bay the morning of December 16, *Only Tomorrow* and *Amadon Light* were there to greet them and assist if necessary.

It wasn't. At 9:50 a.m. Tuesday morning, Mike dropped anchor in the same spot he had left a bit over two weeks earlier. He and Fabio had spent 12 days and nights in wild seas without a rudder. ("Next time you do the wash, drop a cork in when it is on full agitator mode," Mike wrote later. "Now stick a toothpick out one end of the cork and try to imagine piloting that cork from one side, across the middle to the other side. And not just the other side, but a specific dot. What a ride!")

At this writing, a few days before Christmas, Mike had informed his family that he wouldn't be home for Christmas after all. The new rudder had arrived in Tahiti but it was still unclear how it was going to get to Nuka Hiva without costing a small fortune. Mike and Fabio have caught up on rest, food and drink. They have a hard time not wanting to thank the crews of *Only Tomorrow* and *Amadon Light* every time they see them, but other than that, life is pretty much back to normal.

Mike, who has sailed *Wanderlust* relentlessly since buying her in Florida (including two Atlantic crossings, one singlehanded) is eventually headed back to California, at least for a while. The plan was to put the boat in the big Pacific Sail Expo boat show in April, then, in the fall, to join the 2004 Baja Ha-Ha. From Mexico, he'll head south and east again, eventually 'tying the knot' of a circumnavigation somewhere off Florida.

slips sliding away

The photos on these pages are examples of what happens when a yacht harbor is poorly managed, maintenance is deferred forever, and the tenants are allowed to decide how much below market and cost they will pay for their slips.

continued on outside column of next sightings page

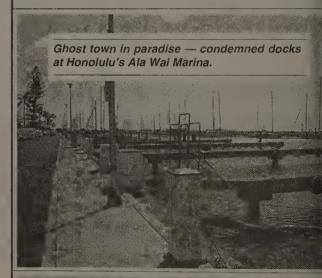
classy

Couple of new things we want to make you aware of regarding our *Classy Classifieds*.

First, starting next month, we'll have a new section called "trying to find" — or something to that effect. This is the long-overdue result of many inquiries we get every month from people looking for cruising friends, old boats they once owned, and so on. Sometimes we can help them out; most times we can't. The new section will get their name out there where everyone ean see it, increasing their chances of getting a response. Look for it in the February issue of *Latitude 38*.

Secondly, that old saying that starts, "If it's too good to be true . . ." has certainly taken on a new life with the advent of the internet. Our personal favorite scamspam is still the Nigerian "send me money and I'll make you a millionaire when we take power" one. We must have 50 of those things in various forms saved up.

But for the New Year, we're specifically notifying those of you selling boats in the





notes

Classy Classifieds of a scam that has been going around in the car market and is now creeping into boats. In this one, someone will contact you wanting to buy your boat, sight unseen, for more than your asking price. Sometimes a lot more. The schtick usually goes that there's a third party who owes them money and has written a big check. What they'll ask is that they send you this check, then you immediately reimburse them some amount that's over and above your asking price - but you get to keep a 'commission' for being such a good guy.

Sounds good, right? (Too good, right?) Thing is, the check or credit card number they send you is no good. Yeah, sure, most people would wait until such a check or card cleared, but the word we're getting is that some folks actually fall for this scam. Please don't be one of them.

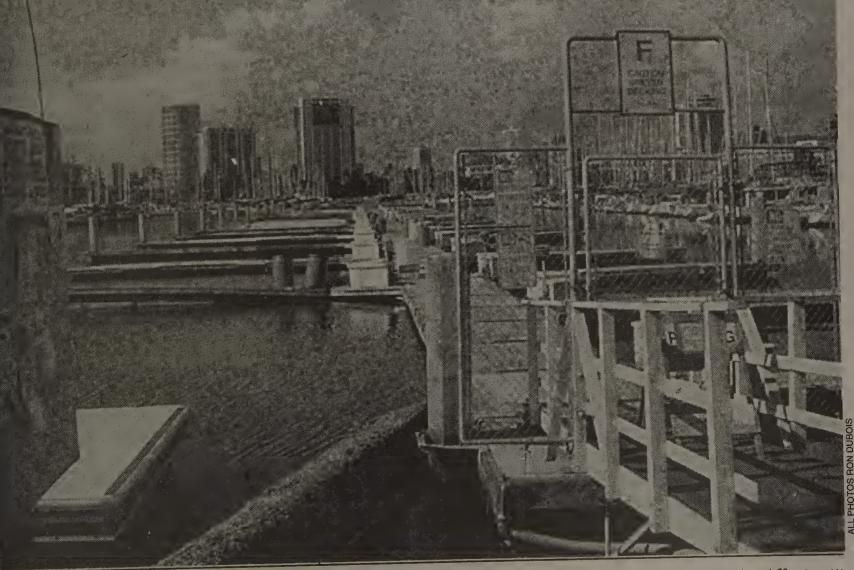
Finally, while were on the subject of the new year, best wishes for fair winds, fair prices (for you Classy people) and a great 2004 from all of us here at Latitude

wanderlust - cont'd

The yacht harbor in question is the state-run 750-slip Ala Wai Yacht Harbor in Honolulu, where 104 slips have been condemned because they are in danger of collapsing under their own weight. Previously, folks with boats in the slips were told — we're not making this up — to limit the number of people standing on the docks at any one time lest they cave in! The docks, which were built in the '50s, have been substandard since we started covering sailing events in Hawaii. . . in the late '70s. As we've written many times before, the Ala Wai, with its superb location, should be the showpiece marina of the Pacific. Instead, it's a crumbling embarrassment.

For decades, the Ala Wai has been famous for having ridiculously low slip fees. That's why people would never give them up, even if they no longer used their boats. In other cases, the slips were used for \$120/ month oceanfront housing. When auditors told the state last year that slip fees needed to be upped 185% to properly fund the marina expenses, boaters protested, and the state caved in. Not only did they not raise the slip fees 185%, they didn't raise them at all! Since 1993, state auditors have warned boaters that slips would have to be closed unless fees were raised to cover the cost of maintenance, and now it's come true. Nobody wants to pay excessive slip fees, but you can't help wonder if Ala Wai slipholders are getting what they really wanted.

Dozens of boats have had to move elsewhere or are rafted up two and three deep. We're told the yacht harbor is no longer accepting transients, which used to be able to get 120 days a year. Seems like it's high time the State of Hawaii leave the management and running of their marinas to professionals.



ALL PHOTOS RON DUBO

sailing follies

Over the past few months, we've requested and received examples of funny stuff that people have experienced around boats over the years. We particularly liked the following ones. Please keep them coming (to <code>editorial@latitude38.com</code>, subject line: 'You Did What?') and we'll include them as space allows.

The California Stop

While visiting my nephew Mark in Montana a few years ago, we went out for a sail on Flathead Lake in his Catalina 22. Although an experienced outdoorsman and expert flyfisherman, Mark was fairly new to sailing then and was constantly asking me questions about boathandling techniques. As we returned to the harbor, he began to get the outboard ready but I said — with a bit too much of an air of expertise — "We don't need that. We can sail into the berth with no problem".

Well you can guess what happened next — a gust of wind came through, I badly misjudged and approached with way too much speed. We were in trouble. I dropped the helm and jumped up to push the boom out as a brake, but it was obviously too late and we were headed for a hard crash

Instead, miraculously, the boat suddenly stopped right in the center of the berth. It seems the drooping mainsheet had looped itself over a short piling at the end of the finger, saving Mark's boat from likely damage, and me (the supposed expert) from major humiliation. He was dutifully impressed.

I told him we do that all the time back home — we call it the "California Stop".

— gary albright

Stag Cruise to Remember

A few years ago, five guys left Lake Washington for a stag cruise. The wives, having breakfast together, decided to give them a last wave as they went through the locks from fresh water to salt. When the boat appeared, it had five additional crewmembers — all female — aboard. At least two wives sued for divorce.

- dan barr

Gaffes on Gaffers

One summer weekend a long time ago, I was crewing on the beautiful classic 60-ft S&S cutter *White Cloud*. We were moored at White's Landing on Catalina, a popular area about 4 miles west of Avalon. It was late afternoon, and the reefer was getting low on both beer and ice, so three of us took the dinghy on a provision run to Avalon. *White Cloud* is a big boat and we had a big dinghy, a 13-ft Boston Whaler with a 40-hp motor. (You need to know that for the rest of the story.)

Approaching Avalon, we saw a gaff-rigged cutter about 35 feet long, sailing from the mainland into the anchorage area off the Casino. She was beautiful with a long bowsprit, and was flying along at about 10 knots under a big gaff main, staysail and a flying jib. What a beautiful sight from a long ago era, we all thought. One thing that didn't seem quite right to us was that the crew were all lying around the cockpit and the skipper — complete with a powder-blue captain's hat and smoking a pipe — was leaning back and steering with his feet on the wheel spokes. No one seemed particulary concerned that they were closing on the anchorage at a good clip.

Sure enough, about then the helmsman stood up and apparently realizing how fast the shore was approaching, decided it was time to act. It became immediately apparent that this was not going to be a well-rehearsed maneuver. After some animated instruction by the skipper the four crewmembers sprang up. One lady went aft holding a small dog. The other three rushed forward. In seconds, the jib, staysail, and main and gaff came crashing down — the latter so hard that the skipper and woman with the dog would have been pounded through the deck if it weren't for the boom gallows. Shortly after, a crewmember

continued on outside column of next sightings page

not home for

Despite intense media attention and the support of much of the Mexico cruising community, American cruiser Dawn Wilson was again turned down in her latest appeal. Regular readers will recall that Dawn was jailed in April for having prescription drugs — for which she had a



the holidays

prescription.

While Dawn waits in the penitentiary in Ensenada, husband Terry Kennedy works tirelessly for her release. "Our hopes for spending Christmas and New Years together are gone," he says. Log onto www.dawnwilson.com for the latest news.

sailing follies — cont'd

on the bow — obviously in an early stage of his boating career — was twirling a puny anchor rodeo style, about to pitch it.

The anchorage off the Casino is very deep close to shore, so when we saw where the bow wrangler finally pitched the anchor — to leeward — we knew they were in trouble. The apparently engineless boat, by now transformed from a picture of beauty to a scene of pandemo-

continued on outside column of next sightings page



sailing follies — cont'd

nium, drifted slowly to a stop. Both headsails hung in the water, the gaff dangled over the rail, the skipper was yelling, the crew were running back and forth, the lady with the dog was pointing at shore and yelling — all this while the anchor rode hung straight down and they drifted closer to the rocks.

The antics of the little gaffer had by now gotten the attention of most of the other anchored and moored yachts, and some people were getting into their dinghies to help. Since we had a powerful dinghy and were close, we offered to tow them away from the rocks. This brought frenzied activity by their crew. The bow wrangler, using the same rodeo technique he used to deploy the anchor, now cast a towline to us. As we pulled out the slack, one of our guys mentioned that the 'towline' seemed to be attached to the top of their mast — yes, they had thrown us the peak halyard of their gaff-rigged mainsail. Sure enough, as we motored toward open water, the gaff and mainsail started up the mast.

We didn't have time to rig another towline. They were less than a boat length from the rocks. I thought what the heck — the towline was attached to the boat. So I continued pulling. Up went the gaff and main and out to sea went our strange little parade — with whistles, applause and laughter from the other moored boats. After we got out of danger we slowed down and the towline was neatly recoiled as the gaff

organizing

If you are a sailing program organizer at any type of club or organization, the National Sailing Programs Symposium (NSPS) is a valuable event you should attend. From January 28 through February 1, sailing program organizers and presenters from across the country will meet at the Oakland Marriott City Center to discuss what it takes to create and maintain a successful sailing program. The Symposium is organized by US SAILING, the national governing body of the sport, and sponsored by Vanguard Sailboats.

Topics that will be addressed at the Symposium cover a wide range and include the following:

- The nuts and bolts of a community sailing program
- Fun and learning when the weather doesn't cooperate
 - Safety
 - Fundraising for your program



the organizers

- Hiring and managing your staff

 Afternoon sessions, hands-on workshops and sailing at a local sailing school (OCSC Sailing in Berkeley)

- Tours of several local sailing schools, community programs, and yacht club

programs.

Each day will have a morning and afternoon keynote followed by workshops dedicated to four different tracks: youth, community, keelboat, and general. Some of the daily keynote spearkers include Chip Johns (president of Vanguard) on promoting sailing at the grass roots level; Steve Prime (Gowrie, Barden & Brett) with an overview on insurance; Tina Syer (Director of Partner Programs for Positive Coaching Alliance), who will speak on the subject of positive coaching for youth racers; Margaret Podlich (BoatU.S. Foundation) who will speak on Women in Boatcontinued middle of next sightings page



sailing follies — cont'd

and main descended. The exhausted, drained crew then retrieved their anchor and passed us a proper towline so we could tow them a little "farther out to sea". They thanked us and we resumed our provision run into Avalon. On our way back to White's, we saw a small gaff sail on the horizon headed back to the mainland. I wondered if the skipper was still wearing his blue captain's hat and smoking his pipe. . . and what his version of this sea story would be.

— bob staniec, san pedro

kayak rescue

For a long time, my daughter Elizabeth and I had wanted to put in at Horseshoe Cove and paddle our kayaks out under the Golden Gate Bridge. In planning this trip, as I often do when planning to sail my Cheoy Lee Offshore 31 *Daisy* clockwise or counterclockwise around Angel Island, I scheduled our departure for the sake of convenience before consulting the tide tables.

Elizabeth and I launched our kayaks around noon on December 7, and were soon enjoying paddling through small swells. We could see rougher water farther out and, almost before we knew what was hap-

pening, we were enveloped by it.

Now, two-or-three-foot cresting waves are not particularly daunting in the full-keeled *Daisy*, but they certainly are in a kayak. We turned around, but discovered it was very hard to make way against the beginning of the ebb. I recall seeing a large open-cockpit sport fisherman passing us on her way out, pitching like a cantering horse, and wondering why they didn't turn around. I could not see behind me while I struggled to keep my stern perpendicular to the waves, surfing down some of them and even burying my bow in the water a couple of times.

About the time I reached calmer water, I heard a dreadful scream behind me. I turned around to see Elizabeth in the water, holding onto her inundated kayak, being carried back beneath the bridge. She had decided not to wear her life vest that day. It was back in the car.

A couple of years ago, we had taken a class in a pool to learn the Eskimo roll. Performed correctly, it will right an overturned kayak with the paddler (surrounded by a tight-fitting spray skirt) still seated in his dry cockpit. It was intended to help in situations just like this. However, by the end of the class, neither of us had successfully accomplished a single roll, and we neglected to practice any further afterward. Whether that would have made any difference in this particular situation is questionable, however, because her spray skirt had released from the coaming of her kayak.

Failing an Eskimo roll, a capsized kayaker must right the vessel, pump some water out, and crawl back in. The only way to do this alone is to attach an inflated bladder — a so-called self-rescue float — to one of the paddle blades. Then one must inch gingerly toward the stern before he or she can bring knees, then legs over the cockpit and rotate carefully back into a sitting position in the boat. It's a delicate operation in calm water.

With my help, Elizabeth was able to get back aboard and into the cockpit of her kayak. But she was unwilling, or more probably unable, to do much pumping. She was obviously very cold. When she finally released her grip on my kayak and started paddling, she took no more

than one stroke before going over again.

By this time, we had been carried nearly into the middle of the shipping channel. Baker Beach appeared closer than the Marin Headlands, and I began to wonder what would happen if we drifted past Mile Rocks. I had noted a couple of sails further out, and a small sailboat coasting along the Marin shore, but they were too far away to see us. There was also an inbound ship some distance away. The only positive thought I could conjure at this point was that we were continuing in a southwesterly direction and would probably escape being run down by her.

continued on outside column of next sightings page

kayak rescue — cont'd

I could think of nothing else to do at that time to save ourselves.

Then Felicity happened upon us, literally. A sloop by that name, skippered by a young couple, came out along the San Francisco shore, heard our cries for help and saw our desperate waves. They doused their jib and called the Coast Guard. Then they continued to circle around us — despite our having drifted into the proximity of Mile Rocks - until Motor Lifeboat 47245 from Station Golden Gate arrived. Before Felicity left, I asked the skipper's name, realizing at the time I would probably not remember it. And I don't. I do recall him saying the boat was berthed "at Fort Mason", but I was later unable to find it in any marinas there.

The Coasties weren't able to bring their boat to a stop next to our kayaks in what they reported to be 4 to 5-foot swells, so they deployed a lifeline attached to a torpedo-like float. Elizabeth was pulled aboard first by several outstretched hands, and her kayak followed. I attempted to paddle a little ways away from the rocks in order to give the skipper some breathing room, but doubt I made more than 50 feet before it was my turn. While trying to come up alongside the life boat, I stopped paying attention to the oncoming swells and promptly capsized, too.

continued on outside column of next sightings page

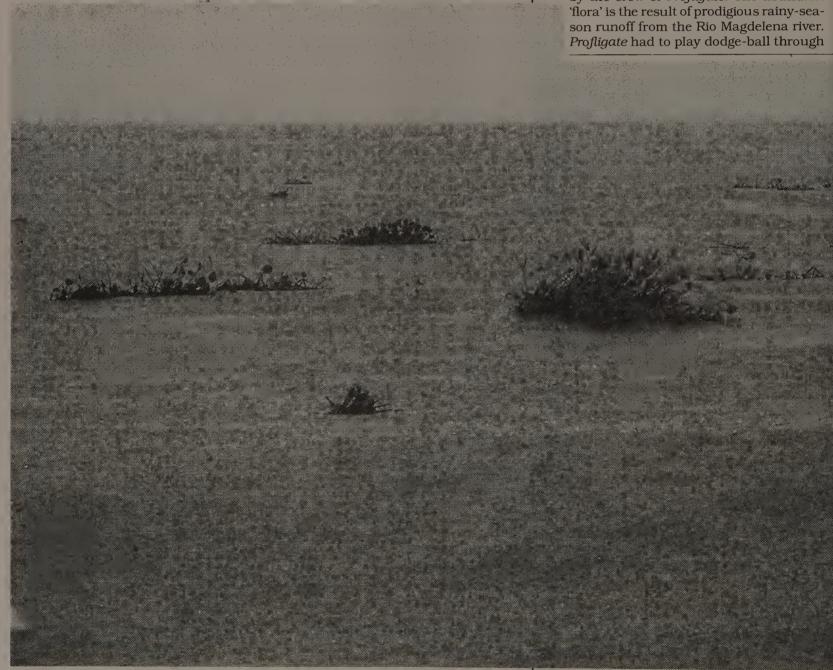
organizers

ing; and Duane Silverstein who will speak on protecting our sailing environment.

The finale will be a keynote presentation by sailor Dawn Riley, the first woman to manage an America's Cup team, and the first woman to race on two America's Cup teams and two Whitbread Roundthe-World teams. She is also the CEO of America True, which, among other programs, operates True Youth, a program designed to take at-risk kids for a day of sailing and team building. Riley will discuss how organizations can work together

beating round

The amazing images below were taken in the Pacific Ocean five miles off Panama by the crew of Profligate. The abundant



- cont'd

to find creative solutions for their programs.

For a complete calendar of events including a detailed agenda, please visit www.ussailing.org/training/nsps/2004.

If this notice is the first you've heard about this event, you're already too late for early registration (which closed December 28). Registration through the start of the show is now \$150, which includes lunches, coffee breaks, cocktail parties, access to all workshops and seminars, as well as a comprehensive event binder.

the bush

several miles of this stuff — some of which were actually trees. The inset at right is a tide sheer with one side (muddy) fresh water, the other salt. For a complete report on *Profligate's* Caribbean trip, see the article beginning on page 142.





kayak rescue - cont'd

The irony of drowining next to the Coast Guard vessel popped through my mind, but as soon as I came up, strong young hands were there to pull me aboard.

By this time my daughter was down below, wrapped in blankets, asking for water. The long-suffering Coast Guardsmen (and woman) were struggling to secure my water-filled kayak to the side of their boat before proceeding back to Horseshoe Cove. (I expected them just to let it go out of annoyance at our stupidity, but nary a critical word was spoken.)

Although Elizabeth had probably spent more than an hour in the water — or soaking wet and exposed to 10-15 knot winds — at 22 she seemed to me to be in remarkably good shape. Nevertheless, they called ahead for EMT backup, and when we arrived at the Coast Guard dock, both an ambulance and fire engine were waiting for us. They kept my daughter bundled up in the heated ambulance while I was driven to the Presidio Yacht Club parking area at the other end of Horseshoe Cove to retrieve my car with the kayak racks on top. After we told them that I am a recently retired physician and thought it was safe for her to come home with me rather than be taken to the hospital, the ambulance crew obtained clearance from a backup emergency physician at San Francisco General before allowing me to sign her out 'AMA' (against medical advice) — a behavior which usually annoyed me when I was the treating physician.

I later found out we had drifted nearly two-and-a-half nautical miles from the first capsize, which occurred not long after slack water (1143 at the Golden Gate). Max ebb at the Bridge, at 1501, was predicted to be 4.4 knots, so it would have been a bit more than 2 knots during our drift.

I regret that I lack sufficient eloquence to describe how it feels to think one is going to die, and then to be saved. Had *Felicity* not arrived, I was prepared to leave our boats for a last-ditch effort at swimming ashore, probably near Land's End. If I'd been able to transfer my vest to Elizabeth, she might have been able to make it, or I might have been able to pull her along behind me. We'll never know.

What can be learned from our misadventure that is pertinent to every soul who ventures upon the water? The lessons should be obvious, but I'll try to enumerate as many as I can.

* Learn what to expect, utilizing tide tables, charts and weather reports. One should also plan what to do in the worst case scenario.

* Wear lifejackets all the time. Leaving inexpensive, uncomfortable or unstylish lifejackets in the lazarette (or car) — is unacceptable.

* Practice man-overboard procedures until they're almost automatic.

* I am going to purchase a crew-overboard pole for double duty on my sailboat and kayaks. *Felicity*'s crew probably did not see us until they were within 50-75 yards of our position.

* In case I ever find my sailboat as the rescuing vessel, I want some means of pulling a weakened or unconscious person aboard. I also plan to purchase some kind of ladder which can be moved easily from one side of the sailboat to the other.

* Carry a cellular phone even if there is VHF capability onboard. Finally, my heartfelt thanks to the Coast Guard, and particularly to our saviors aboard *Felicity*.

- kirbu gale

northern light — yacht with a mission

The largest schooner ever built on the West Coast — and possibly the largest sailing yacht, period — was the 140-ft Northern Light. Launched in 1927 at Stone Boat Yard in Alameda, she was also one of the most heavily-built nonmilitary vessels ever constructed. Her all-fir construction consisted of double frames from stern to foremast that were six inches on a side at the deck, and almost a foot square at the keel. Below the waterline, from the foremast forward, the framing was

continued on outside column of next sightings page

northern light — cont'd

essentially solid — all that lay between each set of double frames was caulking! Her outer planking was four inches thick, while her ceiling planks (the 'inner' planking) was five inches. She was built like a warship, but not to repel attacks. She was built to survive hitting ice.

Northern Light was the creation of John Borden, a millionaire who owned Chicago's Yellow Cab Company. He wanted a boat for an Arctic cruise to gather specimens for Chicago's Field Museum. By the time he got around to calling prospective builders, less than a year remained until his May 1, 1927, deadline.

By the 1920s, Stone Boat Yard was a well established, thriving business in the Bay Area. Founder William F. Stone had died in 1923, but his son Lester had taken over the reins of the yard — then located in Oakland — with gusto. When Borden called Lester about *Northern Light* in 1926, Stone Boat Yard was already well known for building pleasure yachts, racing boats (the Stone-designed and built 'R' Class sloop *Rascal* was particularly successful) and, perhaps more to the point, several large commercial schooners and steam schooners.

The story goes that phones were only a recent addition to the yard, and that the notoriously thrifty Lester wasn't sure the newfangled things were worth even trying out. After Borden's call, however, Lester was sold. He was fond of saying in later years that the whole *Northern Light* deal was arranged over the phone in only 20 minutes.

The building of the huge boat was not so swift or easy. According to a 1992 article in *WoodenBoat* magazine, 46 men went to work on the project. The decked hull was launched in January of '27. In March, Borden called again and announced that the deadline had been moved up 10 days, to April 20! Lester put two crews on 10-hour shifts to complete the work and the boat was delivered on April 21, only one day late. She reportedly left for the Arctic the same day.

The story of that successful four-month, 11,000-mile cruise is chronicled in *The Cruise* of the Northern Light, which can still occasionally be found at used bookstores. In the '30s, the boat completed a circumnavigation under the ownership of Borden's sister and brother-in-law. When she went up for sale again, the San Francisco Bar Pilots decided to give her a look-see and put her through her paces.

The way former Stone Boat Yard yard manager Jack Ehrhorn tells it, with her twin screws the boat was well suited to the rough duty of

continued on outside column of next sightings page







northern light — cont'd

ferrying pilots to and from the commercial ships they guided in and out of the Golden Gate. And the test-sail went well — until they came into the dock to tie up between two commercial vessels. Then, for one reason or another, *Northern Light*'s feathering props feathered themselves when they were thrown into reverse to slow the boat down. With a good bit of way on her, *Northern Light* plowed into the stern of a passenger ship that used to run between Los Angeles and San Francisco, poking a hole in her. The schooner had only a few scratches in the paint. The Bar Pilots backed out of the deal. (An interesting aside: at the time, the SF Bar Pilots were already using Borden's previous yacht, the 136-ft *Adventuress*, which still sails out of Puget Sound.)

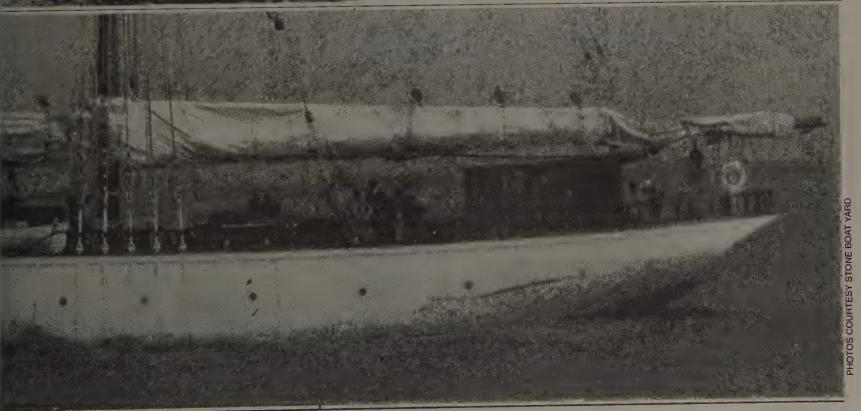
The Boston Bar Pilots weren't so hasty. They bought her, installed fixed screws, and ran her for years out of that East Coast port.

During World War II, the Army commandeered *Northern Light*, as they did so many other private yachts. Renamed *Colonel Armstrong*, she was put into duty training personnel and patrolling the coast. She went back to pilot duty after the war. The last anyone heard, she was a fishing boat working out of Halifax sometime in the '60s.

We attempted to find out if *Northern Light* is still afloat. Or, if not, how she met her fate. We contacted several marine historians back east, as well as the Fisheries Museum of the Atlantic in Halifax. The closest we could come (thanks to *WoodenBoat* researcher Patricia Lown) was an interview a decade or so ago with retired Boston Harbor pilot Bill Jenkins. Jenkins, then in his 80s, recalled that *Northern Light* "foundered some years ago off the Bahamas."

A new twist in this tale came just before we went to press. Marine historian and writer Rob Napier emailed to let us know that the *Northern Light* he wrote about in an edition of the *Nautical Research Journal*, was a Boston pilot boat, all right — but not the same one. That's right, there have been two *Northern Lights*, both schooners and both Boston Harbor pilot boats! Easing the confusion somewhat, Napier says the first *Northern Light* left Boston in 1850 bound for San Francisco, but was wrecked in the Straits of Magellan with no loss of life.

So we now turn to what has often been our best source of further information — you readers. If anyone out there knows what happened to the schooner *Northern Light* — the *Northern Light* built here in San Francisco — or you know someone who knows, please drop us a line with the 'rest of the story.'



e-cruising

Most people spend years — some a decade or more — planning a cruise. To others, like Tamara Barden and Tim Huth, it comes more serendipitously.

Two years ago, they were living in New York. Tamara had just retired after 10 years of dancing with the American Ballet Theatre and wanted to get away to reflect on what she wanted to do in the next stage of her life. Tim was a Merchant Mariner who just wanted to get out of the big city. Both liked to peruse the online auction site eBay.

One day, they came across an auction for a 26-ft Pearson Commander. It was lying in Trizonia, a small island in Greece's Gulf of Corinth. And by all accounts — well, the owner's account — with a few cosmetic repairs, it was ready to cruise. The owner also told them the story of how he had sailed the boat (hull #266, built in 1966) from California to Greece in the early '90s, via the Pacific and Indian Oceans.

The young couple, then in their mid-20s, didn't have a lot of money. But they had enough. And Tamara had been to Athens twice before, "So it wouldn't have been as if we were going somewhere completely unfamiliar," she says. Their bid won the auction. The owner emailed instructions on how to get to Trizonia and basically wished them farethe-well.

Tim and Tamara arrived at their new yacht, *The Way*, in the spring of 2001. Suffice it to say, the photos of the boat had been flattering, and the owner's assessment horrifically lacking. The 'cosmetics' turned out to be rusting bolts going through the deck, holding plywood that was hapazardly covered with bedding compound. Amazingly, the deck was still solid, but it was full of holes and looked awful. "It took weeks

just to figure out what many of the horrendous looking things on board were even supposed to do," says Tamara. "After returning from Greece, we actually read an article by the previous owner discussing his 'dumpster diving' in Hawaii, which happens to be where the EPIRB (that never worked) was from."

Tim knew boats — he has worked on a number of tallships over the years including HMS Rose (which starred as HMS Surprise in the new movie Master and Commander), and he knew what had to be done to get The Way shipshape again. So instead of cruising, Tim and Tamara spent almost their entire first trip to Greece - five months - repairing the damage that the previous owner inflicted on the boat. In addition to time, the process cost a great deal of money. But by the time they left, The Way sported new paint everywhere, a full bottom job including osmosis treatment and barrier coat, almost all new deck fittings and a million other things. "We can proudly say that the boat now looks great and functions very well," says Tamara.

It wasn't all work, of course. Tamara describes Trizonia as a "small and beautiful island where there is no crime and only about 20 residents in the winter." The marina is unfinished, so although it doesn't have water or electricity to individual slips— it also doesn't cost anything to stay there. For this reason, many Europeans store boats there longterm. During the restoration, she and Tim also took trips up to a week in length around the immediate area. But when the weather started turn-

seayanika launch

Erik and Katriana Vader, who have chronicled the building of their 1974 Cal 46 bare hull into a first-rate cruising boat in these pages for the last three years, have finally set a launch date. Seayanika—the 'last Cal to hit the water'—will splash down on January 24 at Driscoll's Boat Yard in San Diego. And the Vaders are making it a special point to invite all Latitude readers who have followed their series of Sightings articles on the building of the boat. (Most of the information, as well as photos and the latest news, can be reviewed at www.seayanika.com.)

We'll cover the launching in the February issue, but we won't be alone. Through the building process, *Seayanika* has attracted the attention of numerous newspapers (including the *Los Angeles Times* and *San Diego Union Tribune*), as well as TV and radio stations near the Vader's Vista, California, construction site. (Most common interview question: "So when are you getting done?") There will also be several professional photog-







date — finally!

raphers present, not to mention industry reps and 'sponsors' like West Marine, Glacier Bay, IMTRA, Pacific Offshore Rigging and others. If you have trouble finding Driscoll's (at 2500 Shelter Island Drive), just drive around until you see what looks like Ben and J-Lo's wedding. That'll be the place. The guest of honor, if he can make it, will be designer Bill Lapworth.

When the Vaders first queried us in late 2000 about whether or not we'd be interested in a series of articles chronicling the building of a boat "capable of transporting us around the world beginning in October, 2002," we had to chuckle. No reflection on them, of course, but last we checked, something like three boatbuilders in history had launched boats when they said they would. But Katriana was so enthusiastic (and she writes so well) that we thought readers would enjoy such 'real TV'. She succeeded way beyond our expections; we hope you have enjoyed her updates as much as we have so far.

Congratulations, Erik and Katriana!

e-cruising — cont'd

ing cold, staying in a small boat stopped being fun. They buttoned up *The Way* and returned home.

They weren't able to return until this past summer, and this time had only three weeks. Unfortunately, inclement weather again kept them close to 'home', but they still got in some memorable small-boat cruising in one of the most beautiful cruising grounds in the world.

At this writing, *The Way* was back on the eBay auction block. Tim and Tamara are currently 'homeported' in New Orleans. Tim is working in the Gulf of Mexico as a mate on a 200-ton liftboat. Tamara is teaching ballet and working at a restaurant while she pursues a nursing degree.

And *The Way* waits patiently for the next young dreamers to come her way.

Editor's Note — Although New Orleans is a bit far afield for us, we're always interested in the creative ways people find to go cruising cheaply. Tamara and Tim may have gotten a bit burned on this particular auction, but we tip our hats to them for taking the chance, and for being the first we know of to go 'e-cruising.'

We probably don't have to tell you that Tamara's advice to others who might consider this route is to caution them against buying a boat sight unseen over the internet. On the other hand, she points out, "If the boat had been in the condition that we were led to believe, then it would have been a great experience, and one that we would recommend highly." Despite what they went through, she still considers it a great experience "simply to be able to live our lives in Greece".



short sightings

PORTSMOUTH, ENGLAND — We don't know if Avis Rental Car founder Joe Vittoria walks softly, but these days, he definitely carries the biggest stick: the 295-ft carbon-epoxy mast that will make his equally impressive 245-ft *Mirabella V* the world's largest sloop. The hull of the 740-ton (loaded) *Mirabella* was launched on November 26 at Portsmouth. The mast debuted about two weeks later up the river at Portchester. The two will be mated at Southampton, and the boat will presumably undergo her first sea trials soon after that. Some more 'gee whiz' stats: *Mirabella* is only 50 feet shorter than a World War II destoyer escort, but 15 feet wider. Slated for the charter trade in the Med and Caribbean, she has accommodations for up to 12 passengers in "luxury surroundings" that include a 600-bottle wine cellar and outdoor cinema. For further amusement, the yacht sports jet skis, a

continued on outside column of next sightings page

sailing calendars

If you're picking this issue up at your favorite Northern California location, be sure to grab a copy of our 2004 Sailing Calendar and YRA Master Schedule,

coast watch

Our monthly *Coast Watch* column, which summarizes local Coast Guard search and rescue missions, will not appear in the magazine this month. Due to the holidays, an unusually busy sched-



available now

which should be stacked nearby. (YRA members will also receive a copy in the mail.) Quantities are limited so act fast. It'll cost you \$5 to order one later.

on holiday leave

ule in Coastie-land and a shift in the department which puts the column together, it was easier for all concerned to take a month off. Coast Watch will return, bigger and better than ever, in February.



shorts — cont'd

29-ft launch and even radio controlled models of herself — all tucked neatly out of sight in her aft 'garage.' The mast, which is more than five feet across at its largest cross-section, is 40 feet taller than the roadway on the Golden Gate Bridge (which means *Mirabella* can't visit here). It will support 3,400 square meters — a tad over 3 6,000 square feet — that can propel the yacht at projected speeds over 20 knots.

Mirabella V is slated to begin charter work in the Caribbean this spring. And if you have to ask, well, save your pennies. Prices start at \$250,000 a week. Several spots have already been reserved.

LONDON AND SYDNEY — In one of those 'art imitates life' things, Ellen MacArthur will 'open' the London Boat Show by christening *B&Q*, her new 75-ft trimaran — in Sydney. The January 8 event will be broadcast live on big screens at the show via satellite. Visitors to the show will have a chance to win a trip to Auckland to sail aboard the boat — presumably before it takes off in late January to round the Horn and sprint home to England. For the latest on the new boat, check out www.teamkingfisher.com/uk.

SAN DIEGO — The iron bark Star of India is about to be upstaged on the San Diego waterfront by a new 'star,' the aircraft carrier Midway. The big flattop made her final voyage south from Oakland in late December, and will undergo refit over the winter as "the flagship of naval aviation museums". She'll be permanently berthed at the old Navy Pier and is due to open to the public this spring to showcase San Diego's rich Naval history, as well as the evolution of Naval aviation. The project is the culmination of a nine-year effort by the nonprofit Midway Magic group. Start-up costs of about \$7 million were entirely community and private party-generated, and the ship is expected to support herself from here on out. The 968-ft Midway was launched in March, 1945, and though she was too late to see action in World War II, many milestones occurred aboard, including some of the first jet landings and takeoffs, several tours of duty off Viet Nam (during the fall of Saigon, a South Vietnamese man landed his private plane on her deck, saving his family) and Operation Desert Storm. She was decomissioned in 1992.

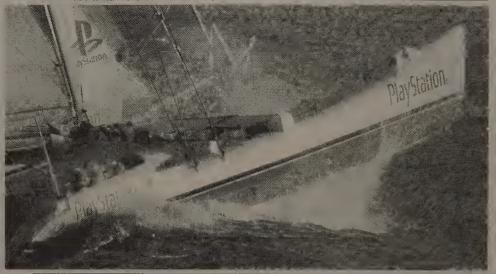
GREECE — "Yes, we are Lesbians," declares a full-page ad for Vernicos Yachts in the British monthly *Yachting*. The photo shows two elderly women sitting by a picturesque harbor. The ad then goes on to point out that "Being a Lesbian in Greece has to do with your origin and not your sexual orientation" and "If Greece is where you're heading for your next vacation, Vernicos Yachts can help you avoid these kinds of misunderstandings."

Indeed, the Aegean island of Lesbos is a real place. It is also where the word "Lesbian" — used to mean women who are attracted to each other — comes from. It had something or other to do with the Greek Poet Sappho, who ran a school for girls there.

OFF THE CALIFORNIA COAST — It's been awhile since guys like Zane Grey took giant swordfish off the California coast (Grey caught the first really big one off Catalina in the '20s, effectively jump-starting 'big game' fishing in the United States). The really giant fish may be all but gone from our local waters, but swordfish are still out there in sufficient numbers to be fished commercially. Maybe not for long, however: The West Coast broadbill fishery may come to a grinding halt as early as next season, not because we're running out of fish, but because the method — longlining — also catches turtles, some of which are endangered. Estimates are that in an average year, the broadbill fleet off the West Coast snags more than 200 loggerhead and leatherback turtles, almost half of which do not survive the encounter.

SAN FRANCISCO BAY — Did you know that the U.S. Army Corps of Engineers has made calculations of runup inside the Bay due to tsunamis? According to the 1975 study, every 100 years, we can expect a runup level of 10 feet above MLLW (mean low low water). Every 500 years might bring levels 16.6 feet above MLLW. However, during a tsunami resulting from the Alaskan earthquake of 1964, water level fluctuations within the Bay ranged only 2 to 3 feet, since the wave was greatly attenuated after passing through the Golden Gate.

2003 — THE YEAR



In our Sailing Records feature we were reminded that Steve Fossett's 125-ft mega-cat 'PlayStation' has demolished more records than any boat in history.





Liz Baylis and John Kostecki were heralded as Yachtswoman and Yachtsman of 2002.



Down in sunny Mexico, Zihua Fest was fun for all ages.



Paul Cayard and crew Phil Trinter grind upwind at the Miami Olympic Classes Regatta — on the road to the 2004 Olympic Games in Athens.



American Gladiators — 'OneWorld Challenge' (left) jousts with. . .

In 2003 both billionaires and local unknowns made headlines. Sentimentalists that we are, we'll revisit some of the year's highlights in these pages, just for fun.

January — We ushered in the new year with a toast to the S.F.-based Oracle/BMW Racing syndicate as they advanced to the final round of the Louis Vuitton Cup, trouncing OneWorld Challenge 4-0. At the other end of the satling spectrum, we scratched our heads in amazement as Bill Teplow described his crossing to Hawaii in a 19-ff West Wight Potter. We all rushed out to buy liferafts after reading how Tony Johnson's Ericson 39 Maverick split open during an Atlantic crossing. And we learned why Richard Steinke lingered so long in Thailand during his 12-year circumnavigation aboard Isobar.

February — While the Bay Area was shrouded in winter gray, the mood was downright blue in Auckland for team Oracle, as they were eliminated from the LVC finals. Ernesto Bertarelli's Swiss Alinghi Challenge advanced to face Team New Zealand in the A-Cup. Resurrecting our long-dormant Boat of the Month series, we sang the praises of the venerable Columbia 5.5 and promised to drop BOMs more frequently. Singlehander Bruce Schwab shared the highs and lows of racing his Open 60 m Around Alone, while Olivier de Kersauson and Co. thrilled us with 500-mile days aboard their 110-ft tri Geronimo during the first weeks of their Trophee Jules Verne record attempt. Harry Heckel, 87, arguably the world's oldest singlehander, gave details of his 147-day trip across the north Pacific. And down in the Caribbean we looked in on the wacky world of artist/circumnavigator david (small 'd') Wegman.

IN REVIEW



The spinnaker parade at the StFYC's Spring One Design Invitational in March.



"What's so hard about sailing?" say Alexis, Genevieve, Danielle and Stephanie. "There's nothin' to it."



... 'Oracle/BMW Racing' in Round 2 of the Louis Vuitton Cup.



In Hilo, after his ambitious crossing, Bill Teplow poses aboard his West Wight Potter 'Chubby'.

March — We went to press not knowing for sure who d won the A-Cup, but gambled with "Dewey Beats Truman" confidence that Alinghi would pull off a victory that once seemed impossible. They did! We were fluilled to announce that hometown heros John Kostecki and Liz Baylis were named 2002 Rolex Yachtsman and Yachtswoman of the Year — the first time both honorees have hailed from the Bay Area. While most of us were trying to thaw out, Bob McNeil's R/P 86 Zephyrus V raced to Jamaica in the Pineapple Cup, easily smashing the previous record, held by Windward Passage for 32 years. On the lighter side, laidback cruisers frolicked in the tropical sun at the Zihua Fest, while back home, former Sultan of Suds Arjan Bok disproved the naysayers as his homebuilt 42-ft cat Rolleat took shape. And for the science-minded, Max Ebb explored the physics of Oracle's short-lived kite sail experiment.

April—Our biggest issue of the year was chock full of news. both good and bad. We learned how Steve Klein and crew Jaime Quevedo lost their J/35 Jammin'— and nearly lost their lives— when a 15-ft breaking wave swamped her during the Doublehanded Lightship Race. Gountering with eternal optimism. John Sweeney announced the imminent arrival to the Bay of his brainchild, the IACC Worlds. By contrast, the 21st annual Big Daddy Regatta proved to be a favorite rendezvous for Joe and Jill Everyman. While most of them were happy with 6 or 7 knots of boat speed, we honored the obsession with speed in Sailing Records Revisited. Meanwhile, down in the sunny tropical latitudes, we transited the Canal aboard Scirocco; met dozens of lucky cruisers at Puerto Vallarta as they embarked on the Pacific Puddle Jump to the Marquesas; and hitched a ride at another fun-filled Banderas Bay Regatta.

2003 — THE YEAR



Who says long hair is impractical for cruising? Meet Carla 'Wanderlust'.



Aboard 'Tommy Hilfiger Freedom America', Brad Van Liew walked away from his Class



"Yahoo! We're off to Jump the Puddle!" say Eric and Ann of 'Temerarius'.



Despite less-than-perfect weather, roughly 2,000 sailors did the 103rd annual Vallejo Race.

May - Remarkably, 70 El Toro sailors turned out to compete in the 50th annual Bullship Regatta from Sausalito to the San Francisco Marina — from a distance looking like an enormous flock of migratory scabirds. In other racing news, our embedded journalist at the BVI Spring Regatta made us all wish we'd been there to share in the sun-baked fun, Champagne corks popped with the launching of the 65-ft. Kurt Hughes-designed charteryacht Adventure Cat II and the Tom Wylie-designed Derek M. Baylis, hailed as an entirely new breed of research vessel. We tipped our hats to 63-year-old Tony Gooch of Victoria, B.C., who made history as the first solo sailor to circumnavigate nonstop from, and to, the West Coast. South African cruisers Tom and Lynn Morgan shocked us with their wild tale of being boarded by Colombian pirates, while Kent Romanoff made us jealous with his two-month Greek charter.

June - With salty of Paul Plotts gracing our cover at the helm of his vintage schooner Dauntless, we saluted the West. Coast's traditional boat lovers, many of whom raced in the rowdy Master Mariners Regatta, which teatured 30-knot gusts. It seemed like every other sailor in the Bay Area competed in the 103rd running of the Vallejo Race, which drew 310 boats of all descriptions. An in-depth interview with SoCal cowboy Brad Van Liew gave us insights into how he massacred his Class II competition in Around Alone, on some legs finishing days ahead of his closest challenger. Apropos of their TransPac one design class, the time-honored Cal 40 carned a king-size feature as our Boat of the Month. In the realm of cruising, Bill Taylor shared fond memories of old-style cruising in the 60s with his wife Nancy — they bathed in a bucket on deck. And in World of Chartering we learned about vacation sailing options for singles.

IN REVIEW



'Pegasus 77' shortly after the start. Her crew picked the winning path to the islands, easily beating 'Pyewacket'.



Emily of 'Mystery Tramp' is a writer, photographer — and she can fish!



The schooner 'Lord Jim' during her glory days as the queen of the Caribbean charter fleet.

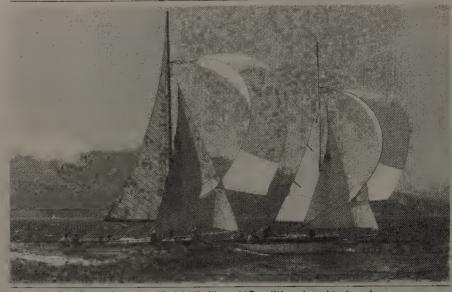
July — In the July issue solo circumnavigator B.J. Caldwell introduced us to the gut-wrenching world of mini transat racing — his latest passion — and we shed a tear for the loss of Tim Kent's Antrim-designed Open 50 Everest Horizontal (ex-Convergence) after she capsized during the Bermuda 1-2. Our West Coast racing coverage took us down to Catalina on the Coastal Cup, with its full spectrum of wind conditions, and up to Stockton on the Delta Ditch Run, which drew a record 140 entries. In anticipation of summer we can a class-by-class preview of the biggest TransPac in years — with a record 10 vintage Cal 40s. In celebration of the schooner Lord Jim's return to Sausalito after completing four circumnavigations, we recapped the multiple incarnations of this thoroughbred's amazing 67-year sailing career. Readers shared their tips on Delta hot spots as well as how to survive a month in Cuba.

August — With a fleet nearly twice as large as the past two confests, the 2003 TransPac came roaring back into prominence. NorCal boats scored bullets in four of the eight divisions, with Bill Turpin's Santa Cruz-based TP-52 Alta Vita taking overall honors. Phillippe Rahn's Pegasus 77 beat out Roy Disney's Pyewacket in the turbo-sled matchup, while Stan and Sally Honey's Illusion took honors in the closely-watched Cal 40 division. Elsewhere, Tony Johnson gave us a candid and often humorous assessment of his just-completed circumnavigation, while roving reporter Cherie Sogsti told of her Alaska salling adventures with famed solo sailor isabelle Autissier. From the plastic classic honor roll we selected the Gary Mull-designed Ranger 33 as our Boat of the Month, while a special chartering report took us catamaran salling from Guadeloupe to the BVI. Cruise reports came in from all over the globe.

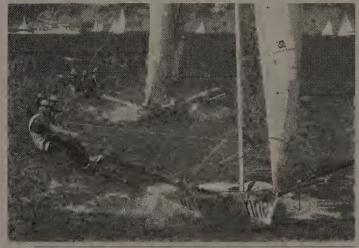
2003 — THE YEAR



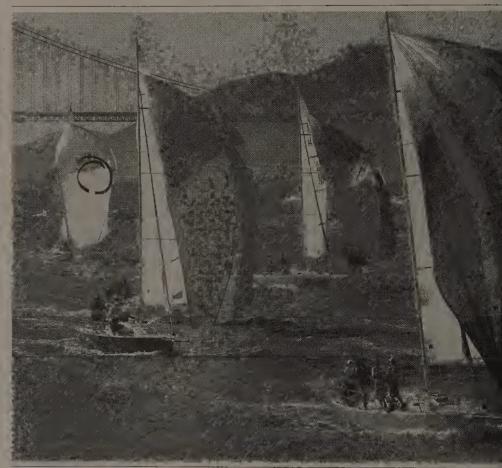
With die-hard determination, the women's team won the annual Baja Ha-Ha tug of war — again!



Vintage Farallone Clippers 'Debit' (left) and 'Credit' go head to head.



Howie Hamlin and crew fly aboard their Aussie 18.



Front row seats — Big Boat Series racing as seen from the St. Francis deck.



Terry Shrode makes a new friend during his circumnavigation aboard 'Maverick'.

September — As racing sailors all over the Bay Area geared up for the Big Boat Series, we paid a fitting tribute to the region's most successful racing family, the Baylis clan. Between themfather Derek, his sons Trevor and Will, and daughter Liz, have made their mark in Farr 40s, Ausste 18s and just about every class in between. Elsewhere, our racing coverage took us to sunny Southern California for the Santa Barbara to King Harbor Race in which 119 boats reveled in the fastest conditions in the event's history. In the cruising arena we profiled dozens of would-be Baja Ha-Ha'ers, eager to turn their long-held cruising dreams to reality. After crossing from Mexico to French Polynesia aboard Mi Gitana, Michele Scott gave us an in-depth report on the Pacific Puddle Jump fleet, all of whom arrived sale and sound. Her survey of Marquesas-bound boats found an average of 23 days to make the 3,000 mile passage.

October — Looking back on September, we reflected that for a few weeks San Francisco had seemed to be the sailing center of the universe. Not only did we have the annual Big Boar Series to enjoy and report on — which drew a record 115 boats — but Larry Ellison and Ernesto Bertarelli gave us an eye-popping side show a week later. The Moet Cup. Staged at enormous cost, this first-time event showcased their IACC thoroughbreds in an exhibitariting match race exhibition, tailor made to encourage maximum spectator enjoyment. In both Sightings and Letters, readers learned the extent of Baja destruction wrought by Hurricane Marty, and how cruisers in residence pitched in to aid their fellow sailors. In our fantasy toys department, we profiled British billionaire Bob Miller's latest amusement, the 140-ft Mari Cha IV, which hit 25 knots effortlessly in half that much wind on its delivery cruise.

IN REVIEW



Cayard and Trinter (8159) outsailed their formidable competition at the Star Nationals.



Rick Gio communes with a Polynesian tiki.





En route to the Marquesas aboard 'Pau Hana' Orion, Shaun and Cap'n Graham (right) struggle to hold their 'catch of the day'.



On-the-job dinghy training during the Baja Ha-Ha.

November — There was a lot of yin-yang going on in the 11th month. It started big with Mart Cha IV breaking both the TransAtlantic and 24-hour records, and ended small with a recap of the U.S. victory at the Little America's Cup, sailed in 18-ft cats. Along with winners came losers — two couples who lost their boats, one to a thief, one to broken anchor gear. Both were recovered. Youth was represented by 14-year-old Shark Kahn, who beat 67 other boats and a bunch of really good sailors (including his father) to win the Melges 24 Worlds. A week later, the age and wisdom of Bay native Paul Cayard prevailed as he topped 40 other boats to win the Star North Americans. Local HDA winners were profiled in the first of three Scason Champion articles, while folks who couldn't care less about racing got their moment in the spotlight in the first of three Baja Ha-Ha profiles.

December — The forces of nature dominated our final issue of the year, starting with multiple references to the devastating fires of Southern California. From the mountains to the sea, they turned day into night, the start of the Ha-Ha into a brief version of Dante's inferno, and at least one well-traveled cruising boat into a pile of smoldering rubble. When the smoke cleared, we relived one of the funnest of a decade's worth of Ha-Ha's. Boarding the wayback machine, we rediscovered the Navy's 'llying sailboat', and retraced the faseinating history of the J/24, still going strong after 25 years. Getting back to the nature thing. Liz Baylis continued her whirlwind domination of women's sailing with another win at the Women's Match Racing Championship, while Baja was well into its recovery from that other whirlwind — hurricane Marty — that had caused so much damage back in September

POLYNESIAN TREAT

After two weeks at sea, the first thing you notice when you approach land is the wonderful smell of flowers, fauna, and — for lack of a better description — dirt. We both looked at each other about two miles out and said simultaneously that the smell reminded us of our local

PACTON STATES IN THE PACTON OF THE PACTON OF

Like Herman Melville and Robert Louis Stevenson, Gauguin was drawn to the raw, exotic nature of the Marquesas.

nursery and the top soil we buy there for our garden. The Marquesas are the 'youngest' island group in French Polynesia, hence the extreme topography and lack of coral. Think Hawaii on a much smaller scale and on steroids — very spectacular vistas.

Upon arrival — aboard our Deerfoot 74 Interlude — our first anchorage was Baie Tahauku on Hiva Oa. We dropped the hook behind the breakwater and put out a stern anchor to keep us aligned with the incoming swells and to keep us from swinging into the many other boats in this crowded little harbor. When Kurt

Being able to explore the Marquesas' richly-colored underwater world is an added bonus for travel-weary sailors.



was here 20 years ago, there were, at most, six boats in the anchorage and there was no breakwater, quay, fuel station or minimart.

Each island has had public works im-

provements like this harbor, as the French tried to buy favor with the territories given the political opposition to nuclear testing in the Tuamotus from

> 1966 until 1995. Instead of creating a harbor to accommodate both supply ship and cruisers, the harbor they created squeezes 18 boats into a tight space. The row closest to the beach has to worry about being in the surf line. In addition, although the bays looks like paradise, it doesn't offer good swimming. It's muddied by river runoff, has limited visibility and is also a breeding ground for hammerhead sharks. Only some crazy French cruisers braved the

water to clean their hull. At cocktail hour an exciting pastime would be to sit on the deck with some friends and watch the water get churned up by the feeding sharks.

The Monday following Easter Sun-

day was an official holiday, making it a four-day weekend for the natives, so everything was closed. Surprisingly, though, the locals are quick to bad-mouth the missionaries, who, history shows, brought diseases that took the island population of the Marquesas alone from 18,000 in 1842 to 2,000 by 1926.

Not wanting to miss an opportunity, we teamed up with another couple and went on an all-day Land Rover tour of the island, including archeological sites which date back to 1000 BC. Much of the trip was on a dirt road carved into the side of a hill. At the turnaround point, we enjoyed a beach barbecue of breadfruit and chicken. Breadfruit, you might recall, was the plant that Captain Bligh hoped to bring back to England aboard the HMS Bounty to replace the potato. As the story goes, drinking water went to the plants and not the men, so Marlon Brando/Mel Gibson (Fletcher Christian, that is) mutinied.

As recent participants in breadfruit consumption, we both agree that we'd have to be near starvation to substitute this starch for potatoes in our diets. It is cooked over charcoals with the skin on and peeled to serve. Think smoke-flavored rutabagas. Our driver, Sabina, a local Marquesan, loaded us up with fruits, even at her own peril. With no fear of heights she would climb barefoot 30 feet up a mango tree hanging over the side of a cliff to toss us the unbruised fruit. She also wielded a mean machete, hacking at banana trees until the whole 20-foot-tall plant was felled, yielding its single stalk of bananas.

Sabina was also a wealth of local knowledge and folklore. When Katie asked her if adventurous folks climbed to the island's 4,000 foot peak, she explained that such a journey is not advised. The peak used to denote a boundary between tribes, and it used to be a common practice to dig pits large enough to capture enemies entering their territory. Once in the pit, victims became a source of protein, as cannibalism was practiced until about 100 years ago. The



— INTERLUDE'S MARQUESAS MEMORIES

pits still exist, but are now even more dangerous with the growth of vegetation hiding their locations.

The next two days included a painless check-in with the gendarme in the main town of Atouana and a visit to

Victims became a source of protein, as cannibalism was practiced until about 100 years ago.

Gauguin's grave.

On the fifth day after our arrival, we weighed anchor and motored over to the neighboring island of Tahuata, anchoring at Baie Hanamoenoa. Rated by Eric Hiscock as one of the three most beautiful anchorages in Polynesia, it lived up to its reputation. We dropped the hook in 30 feet of calm water off a white sand beach in the lee of the island. The water visibility had to be 100 feet plus. The early morning and evening feedings of the resident reef shark did not deter us from enjoying several snorkeling adventures and using the calm anchorage to

scrub the hull.

After six days of chores, socializing and much-deserved relaxation, we left the protection of the bay for a boisterous eight-hour upwind sail in 20 knots to Fatu Hiva. Our destination was Baie des Vierges (Bay of Virgins). The locals claim that it was originally named Bay des Verges, (Bay of Penises), but that the missionaries changed the spelling. The original name was associated with the numerous phallic rock formations.

We spent the next day on a marathon hike, first climbing 1,500 feet up to a vista, then bushwhacking to see the 200-foot waterfall. In all, we hiked about six miles and the next day we could barely move. One side effect of gaining sea legs is the loss of land legs. Kurt also incurred a spider bite which, over the next two days, grew to the size of a dime with a purplish hue. Some spider venom is thought to create enzymes that will continue to digest your flesh if unchecked. We had read that heat will neutralize enzymes so after two days of treatment with our trusty Itchzapper (itchzapper.com) the infected area started



You'd have to assume that this stone warrior was meant to intimidate outsiders rather than welcome them.

to heal. Although the Itchzapper was painful in this application it was less so than using a soldering iron, which would have been our next option.

At Penis Bay we were also greeted by Kiwis Barney and Pat of *Rustyberg* who stopped by the boat to ask if Doris and



POLYNESIAN TREAT

Dennis were on board (the prior owners of *Interlude*). It seems that they had all met seven years ago in the South Pacific when Doris, Dennis and Neil were in the midst of their circumnavigation. Barney and Pat were on a slower plan and are on their way back to New Zealand after

Having only spent one night next to them, we promised to hook up further down the way.

The following day we sailed over to Ua

feet of visibility and many scallops lining the coral shelf. Katie, always thinking with her stomach, wanted to go back to the boat, don the hooka and gather







a seven-year circumnavigation. Once again, we realized that we had adopted a boat with a history and there is not an anchorage that we go into where someone doesn't recognize her, either outright

The items included clubs, 'neck breakers' and ceremonial chief's staffs with human hair.

or from the Dashews' Offshore Cruising Encyclopedia.

n Sunday, May 4 we sailed back to Hiva Oa to check out with the gendarme and get some fruits and veggies. The next day we motored back to Hanamoenoa Bay to spend one night. To our surprise we were anchored next to Lin and Larry Pardey who had just made a 30-day passage from Chile after rounding Cape Horn. If you're not familiar with this duo, they are among the top ten of living sailing legends. Their 28-ft sloop Taleisin has no engine, no water maker, no electricity, no outboard for the dinghy, no radio, no liferaft, no EPIRB, no GPS, in short, nothing that requires energy. Even their head is a bucket. It is a beautiful wooden boat which has taken them, as of this writing, to within 50 miles of their second circumnavigation.

Huka in search of local wood carvings. Our search for carvings turned into a search for a safe place to anchor. All three anchorages mentioned in our guide are south-facing and, with a sizable south swell running, the bays were a little scary for us — especially for going ashore. We ended up anchoring behind two small islands, Tevava and Motukeokeo, within Baie Haavie, which provided a small break in the swell.

The next day we headed over to Baie Hakatoa on Ua Pou. After securing the boat with a bow and stern anchor behind the sea wall, we took a short dinghy ride to collect information on where

we could find any wood carvings. Unfortunately, the large supply ship had come the day before and the artisans had shipped their carvings to Papeete. It looked like we were destined to leave the Marquesas without our obligatory carved tiki. We were able to see some of the best examples of native wood carving at the church, though, and got to hear the choir practicing as well. The pulpit, constructed in the shape of a ship's bow, was unique, and we figured that the large goat-skin drum outside must be used to call meetings.

After two nights at Hakatoa we motored around the corner to Baie Hakahetua. A snorkel swim was rewarded with 50

Left to right: An islander offers a local delicacy; snorkeling became a favorite pastime; exploring ancient sculptures; a heavenly cascade; a bounty of bananas; Katle's new friend, Daniel.

up a tasty dinner. Kurt pointed out that with freezers full of chicken we should leave them for the locals.

The next day, Friday, May 8, we motored to Nuka Hiva and anchored, bow and stern, in Taiohae Baie with 38 other boats, many of which were owned by friends that we had not seen since Mexico. A walk around town was highlighted by a visit to Rose's museum of Marquesan artifacts. Most items were 500 to 1,500 years old, including clubs,



— INTERLUDE'S MARQUESAS MEMORIES

'neck breakers', ceremonial chief's staffs with human hair, and necklaces made up of hundreds of dolphin teeth.

We decided to top off our fuel tanks

gear shift and throttle to try to counter the surge. With a bow anchor down we stern-tied to the wharf, and our transom would go from being eight feet away from glued the photos in his guest book and wrote a short note of thanks for allowing us to hike in the valley.

Equally entertaining was perusing previous guest books dating back to 1980 with inscriptions, drawings, poems and photos from hundreds of different









in Taiohe as fuel would not be available again until Tahiti. The wind and swells were down, and the large commercial concrete wharf looked manageable. We had arranged though our agent, Tahiti Ocean, to get the diesel duty free as a yacht in transit. We estimated 800 liters for our order (pretty much the minimum for duty free) and took on 662, with the balance going into jerry jugs for two other boats: Bill from *Dragon's Lair* was on board to work the nozzle as Kurt worked the valves below and Katie manned the

The dramatic peaks of the Marquesas inspire unforgettable landfalls, and remain in view for many miles after departure.

the concrete wall to one foot away in a matter of seconds. Additionally, the hose only extended 35 feet from the wharf, and with our fuel fill amidships we needed every inch of hose to reach it.

We all enjoyed the irony of having Larry Pardey (of engineless *Taleisin*) watch us as entertainment while we took on our fossil fuel. (Special thanks also goes to Dennis on *Island Nomad* who helped out on shore.) It was a good reminder of the camaraderie we have as a cruising community, and we all saved 35%.

After fueling up, we headed over to Daniel's Bay for a quiet night at anchor

with four other boats as company. This bay has been famous in the cruising community for its severe topography and local resident Daniel, but was recently immortalized on the TV show Survivor, Marquesas.

After a good night's sleep we went ashore with Bill and Gayle from *Dragon's Lair* for a four-hour hike into the valley, to the third highest waterfall in the world, some 1,000 feet high. Upon beaching our dinghy slightly up the river, we were greeted by Daniel himself, who is 84 years old and still going strong. We brought him a T-shirt and a picture of our boat, and after our hike we

boats that have visited the bay. The hike to the waterfall tracked mostly along an ancient Polynesian stone roadway, about 10 feet wide, that connected many prehistoric dwelling sites. As we made the

An ancient Polynesian stone roadway, about 10 feet wide, connected many prehistoric dwelling sites.

gradual ascent towards the waterfall, including forging the river at numerous points, we were treated with beautiful lush green vegetation and a cooling mist that dropped the air temperature by about 20 degrees. At the base of the waterfall we took a swim in the pool and, for the first time since leaving California, we actually felt a chill. To top off a perfect cruising day, that night Bill and Gayle treated us to barbecued chicken and margaritas made from scratch on their boat.

We took off the next day on a 50-mile motor around the northwest corner of the island to Anaho Bay, which is considered one of the most sheltered bays within the Marquesas. Living up to its reputation, the bay was so calm that we had false hope the following day. In hopes of having lunch at a highly rec-



POLYNESIAN TREAT

ommended French restaurant in the next bay, we set out in our dinghy. Once again, though, the power of thousands of miles of fetch came into force, as 15-foot swells hit us straight on the nose, easily overpowering our 11-foot dinghy. After a quick retreat back to the anchorage — already soaking wet from the aborted effort — we snorkeled one of the few coral reefs in the Marquesas. Poor visibility of 10 feet was more than offset by spectacular mushroom-head coral rising up some 10 feet from the sandy bottom, unlike any we have ever seen in over a hundred snorkel trips in the Caribbean.

The following day we motored around the NE cape of Nuku Hiva with 20 knots and the same 15-foot swells right on the nose, bound for Taiohe Baie. Along the way we spotted the island's famous pygmy orcas that live along the eastern coast. They looked like fat dolphins without the snout. Our goal was to get back to the bay by Friday to catch the early morning farmer's market on Saturday—the only place for the next six weeks where we would find fresh vegetables. The grocery stores do not stock fresh



Kurt practices his chops on a ceremonial drum, carved from a single piece of Marquesan hard-

veggies, and if you have to buy a can of veggies it will cost about \$4 U.S. (In general, prices for most goods in the Marquesas are 2-3 times what you would pay in the States).

Since Katie retired from being a stock broker, we had forgotten what it was like to set an alarm for 3:30 in the morning, but on Saturday we were up and ashore at 0400 for the buying frenzy, and loaded up on a month's worth of greens. As a treat for missing our French dinner out, we bought three live lobsters for \$34. We went out for pizza the following night which was only the second time in three months that we had not eaten on a boat (ours or a friend's). Back in Mexico we'd made a smart decision when we bought nine month's worth of food to bring with us. A modest meal in one of the 10 anchorages that cruisers would likely visit costs about \$40 for two and probably wouldn't be as good as what we cruisers can make on board.

Monday, May 19 we departed the Marquesas for the Tuamotos, the next island group, about 500 nonstop miles away.

— kurt & katie braun

Readers — Look for further installments of Kurt and Katie's adventures in the coming months.

RICHARDSON BAY MARINA formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete
Dock System

Well Maintained Facilities

Beautiful Surroundings

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI, LAUNDROMAT, RESTAURANT
- AT EACH BERTH:
 LARGE STORAGE BOX,
 METERED ELECTRICITY,
 PHONE HOOKUPS, WATER

BERTH YOUR BOAT IN SAUSALITO

Phone 415 • 332 • 5510

100 Gate Six Road, Sausalito • Fax (415) 332-5812

A SPECTACULAR EXPERIENCE AWAITS YOU IN



Marina • Resort • Marine Services

Complete resort facilities and services



A CRUISER'S PARADISE

In the heart of Mexico's lush tropical coastline and beautiful islands

A Full Service Marina Offers...

- * 90 slips from 25 to 120
- * Electrical and water hookups
- * Telephone connections
- * Restrooms and shower facilities
- ★ Dock Boxes
- * Dock Carts
- * Free Parking

- * 24-hour security
- * 24-hour laundromat
- ★ Supermarket
 - * TV cable hookup
 - ★ Dry dock
 - ★ Gasoline Diesel
 - * Pump-out station

For marina information please call Harbormaster Geronimo Cevallos

011-52-669-916-3468

011*52*669*916*6294 fax

Internet: www.elcid.com • email: marina@elcid.com.mx

FARRIER F41 SAILING CATAMARAN

Luxury Performance Cruiser

Custom Built by Professional Boat Builders to MSA Survey Due for completion in early 2004



- 13m LOA x 7.1m BOA x 1.2m Draft
- Speed, Stability, Comfort Perfect for Cruising/Charter
- Construction E-glass/Carbon/Kevlar/Foam
- Engines 2 x Lombardini 27 HP Saildrives Extensive Harken Deck Gear incl. Electric Winch
- Fosters Custom Spar Package incl. Rotating Mast
- Full Battened Main & Self-Tacking Jlb
 - Extensive Electronics Inventory incl. Full Simrad Suite
- Radar/Chartplotter/Echo, GPS, Autopilot, VHF, Icom SSB
- Fit-out incl. Isotherm Fridge & Freezer, Webasto Diesel Heating, SMEV 4-Burner Oven
- Shore Power, Battery Charger, Inverter, Solar Panels
- Copplns Sea Anchor & Drogue
- Maxwell VWC 2200 Windlass incl. Delta Anchors

For Sale at US\$575,000

DON'T MISS THIS OPPORTUNITY - CALL NOW

Free Ph: 1-866-273-4232 Ext. 801 or NZ +64-21-533-373

Email: paul@catamarancharters.co.nz Visit our Website at: www.catamarancharters.co.nz

"I didn't want to live the rest of my life for the day I retire."

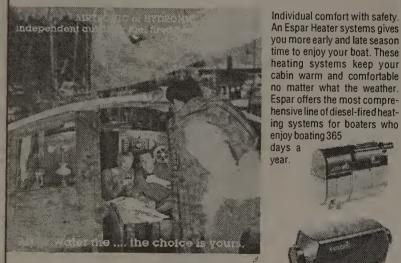


"I had lantasized about building boats, but thought it would have to wait until I retired. Then I stumbled across The Landing School on the internet. I was inspired to take a risk, to learn boat building." Jennifer Dowling, a PhD candidate in Chemistry joined our Small-Bout program. The Lunding School is unique in its offering of a focused, accelerated curriculum in boat construction, design and systems installation needed to succeed in today's marine industry. It's the cure for the common career.

The Landing School P.O. Box 1490 Kennebunkport, ME 04046 207-985-7976 www.landingschool.org

The Landing School of Boutbuilding & Design

WARM SOLUTIONS FOR **COLD BOATS**



... first class in boats

Espar Heater Systems

See us at the Seattle Boat Show for Special Pricing



206-281-7570 800-458-5680

www.boatelectric.com 2520 Westlake Ave. N., Seattle, WA 98109

RYC SMALL BOAT MIDWINTERS

Sunday, December 7, was a glorious day to be alive and well and living in the Bay Area — doubly so if you owned a dinghy and were fortunate enough to have sailed in the first of four monthly Richmond YC Small Boat Midwinters. It was a sunny, crisp day between storm fronts, featuring flat water and a 12-15 knot northerly — perfect conditions, as the accompanying pictures hopefully suggest, for racing dinghies.

Just over 100 small boats showed up to race on three different race circles, with the smaller boats and juniors tucked away inside the breakwater and everyone else outside on the Southampton Shoals course. For unknown reasons, the turnout was actually a little light, at least by historical standards. "Maybe the weather forecast scared some people away," said race official Caroline Groen. "Or maybe the classes just aren't as organized with the demise of SBRA?"

Surely, it wasn't the cost that kept people away — at \$10 a day (\$30 for the whole series), it's one of the best bargains on the Bay. Even with a hamburger for lunch and a draft beer afterwards, it's still cheaper than taking a date to the movies — and about a quarter of the price of a lift ticket on the ski slopes at Lake Tahoe. The regatta is even free for RYC juniors, as always.

With race management by active sailors — PROs were Bruce Bradfute (El Toro/Opti), Dick Taylor (Snipe/CFJ) and Nick Barnhill (bigger boats/Portsmouth) — the lines were square, the courses were good, and multiple races were fired off with minimal waiting time. The wind increased steadily as the day went on, and by the last race, boats were flipping, gear was breaking, and the crash boats were in full orbit. In short, it was a good and fair test of sailing ability throughout a variety of conditions.

The RYC Small Boat Midwinters continue on January 4, February 1 and March 7. Any fleet that can rustle up five or more boats will be granted one design status (four or less boats theoretically lands you in the Portsmouth class, though this is apparently negotiable). Details about the series, as well as full results of December's racing, can be found at www.richmondyc.org. We recommend you check it out!

- latitude / rkm

Cheap thrills, clockwise from upper left — EYC junior sailing director Blaine Pedlow leads the Laser fleet around the leeward mark; part of the 8-boat Wabbit contingent; RYC's crash boats were busy in the third race; dueling Coronado 15s; El Toros approach the starting line; Rand Arnold's I-14 glides downwind.



— SMALL PLEASURES





Scenes from the RYC Small Boat Midwinters (clockwise from above) — Wham bam! Jerry Keefe's Wabbit wiped out so hard their trapeze man got ejected. We fished him out of the water and returned him to his boat, soaking wet and a little chilly, but no worse for the wear; Michael Mann (165086) leads the Laser fleet to the left side of the course; Bytes and FJs shared the middle course, occasionally intermingling; hanging around on a 29er.







Page 138 · Latitude 38 · January, 2004



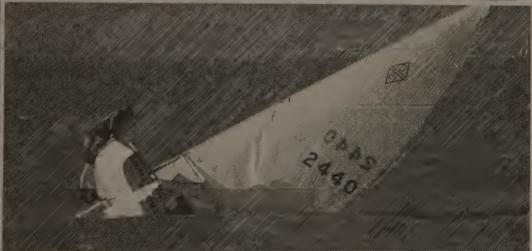


From above, double-trapping on Kirk Twardowski's winning International 14; 'Pink Slip', a Thistle, naturally was painted pink; hanging ten on Rand Arnold's I-14; the aptly-named Coronado 15 'Double Trouble' takes a swim break; young El Toro sailor David Liebenberg, far left, chases his elders around the weather mark en route to finishing third overall. All photos Latitude/rob.











RYC SMALL BOAT MIDWINTERS

INNER COURSE (5 races):

EL TOROS — 1) Fred Paxton, 11 points; 2) Gordie Nash, 19; 3) John Amen, 21; 4) David Liebenberg, 22; 5) Andrew Minkierty, 32; 6) John Liebenberg, 38; 7) Paul Tara, 40; 8) Chris Straub, 46; 9) Will Paxton, 52; 10) Vickie Gilmour, 55; 11) John Pacholski, 67; 12) Max Fraser, 68. (24 boats)

OPTIMIST — 1) Ben Lezin, 9 points; 2) Claire Dennis, 12; 3) Rogan Kriedt, 17; 4) Cody Nagy, 24; 5) Tanner Nagy, 27; 6) Finn-Erik Nilsen, 33; 7) Ian Simms, 35. (14 boats)

MIDDLE COURSE (4 races):

SNIPE — 1) Andy Goodman, 6 points; 2) Joseph Harvard, 11; 3) Nabil Shahin, 12; 4) Vince Casalaina, 17. (8 boats)

CFJ — 1) Rusty Schuldt/David Blackett, 7 points. (3 boats)

BYTE — 1) Alex Knox, 4 points. (3 boats)

SOUTHAMPTON COURSE (3 races):

WYLIE WABBIT — 1) Greg Byrne, 5 points; 2) Erik Menzel, 6; 3) Pete Rowland, 9; 4) Marceline Therrien, 11. (8 boats)

THISTLE — 1) Eric Stoelting, 7 points; 2) Mark Barr, 9. (4 boats)

TORNADO — 1) Bill Erkelens, Sr./Marie Roehm, 3 points. (2 boats)



Optimistic kids — Visible In this photo are, from left, Ian Simms (11269), Rogan Kriedt (12091), Claire Dennis (11482) and Cody Nagy (9705).

29er — 1) Jordan Fromm, 4 points; 2) Michelle Fraser/Richard Carter, 6. (5 boats)

INT. 14 — 1) Kirk Twardowski/Tim Burks, 3 points. (2 boats)

CORONADO 15 — 1) Kevin Wasbauer, 3 points; 2) Alex & Steve Fishman, 7. (5 boats)

LASER — 1) Tracy Usher, 6 points; 2) Will Benedict, 11; 3) Blaine Pedlow, 14; 4) David Lapier, 14; 5) Tim Russell, 15; 6) Brad Nieuwstad, 19; 7) Vladimir Butenko, 20; 8) Colin Brochard, 32; 9) Jonathan Howell, 34; 10) Michael Mann, 35. (20 boats)

PORTSMOUTH — 1) Adam Boroherdin/Rob Howe, Hobie 16, 3 points; 2) George Wilson, Sunfish, 7; 3) Bob Cronin, Sunfish, 8; 4) Curt Rodgers, Banshee, 14; 5) Roy Jordan, Sunfish, 17. (10 boats)

GRAND PRIX SAILING ACADEMY

Interested in chartering a One Design 35? Being partners in a high performance Grand Prix racing boat?

Grand Prix Sailing Academy is now offering their fleet of One Design 35s for charter or timeshare. Located at Pier 38 in the convenient South Beaeh location, you can have a great day on the Bay in a fast, responsive racing sailboat. Our boats are available for the Pacific Cup, offshore, local races and practices. The One Design 35 is a proven winner. Call (415) 546-SAIL for more information or email at info@sailorstocrew.com.

We are also looking for racers who are interested in owning a One Design 35 but do not want to bear the entire cost of running, maintaining and racing a sailboat.

Grand Prix Sailing Academy is a sailboat racing school that caters to cruisers looking to start racing, casual club racers who want to step it up, and more serious racers who want to improve their sailing skills and fleet standings.

Performance Racing I (PR1)

Race preparation, boat handling, boat and sail tuning, starting procedures, starting techniques and wind observation. PR1 is a 4-day program, 1 day each weekend for 4 weeks.

Classes are held from 9am to 4pm.

Session 1 – Saturdays, 2/7, 2/14, 2/21, 2/28 Session 2 – Sundays 2/8, 2/15, 2/22, 2/29

\$600/person ~ Group discounts available.

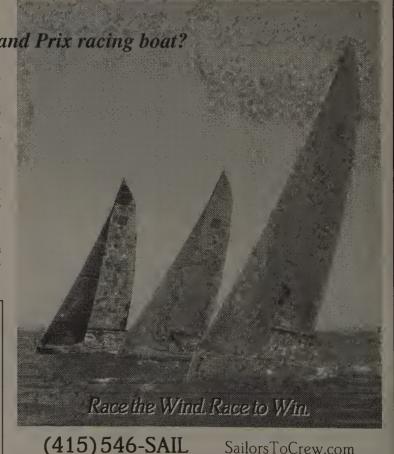
Match Racing Clinic

Racing rules, tactics and strategy, advanced maneuvers, match racing (how to play the game), tides and currents, and weather. Taught by OneWorld helmsman, James Spithill.

Classes are held on Sat. & Sun. 9am-4pm

Session 1 - 3/5, 3/6 • Session 2 - 4/3, 4/4 Session 3 - 5/8, 5/9

\$400/person ~ Group discounts available.



Start the Year with a New Boat from a Marina Village Yacht Broker!



C 99 Offered by C&C Yachts (510) 769-9400



Tartan 4400

Offered by Tartan Yachts (510) 769-9400



Offered by H&S Yachts (510) 814-1700

Open Boat Weekend January 10-11

New and used boats open for your inspection every month

Preseason
Tune-Up?

Upgrade your sailing skills at J/World





Offered by Sail California (510) 523-8500

J/133



Offered by Farallone Yacht Sales Catalina 320 (510) 523-6730



Offered by H&S Yachts (510) 814-1700

Moody 42

Marina Village has more new boats and new boat dealers than any marina on the Bay. Fine boats deserve a fine marina!

MARINA VILLAGE

Much More Than Just a Marina

www.marinavillageharbor.com (510) 521-0905

PROFLIGATE'S PROGRESS

The concept was to have *Profligate*, *Latitude's* 63-ft catamaran, leave Cabo San Lucas the morning after the finish of the Ha-Ha in an attempt to reach the 3,400-mile distant Antigua before the powerful winter trades settled in on the Caribbean Sea. The goal would then be to spend as much of the winter as possible cruising and chartering *Profligate* in the Eastern Caribbean, shooting thousands of photos, getting stories, and hopefully instigate some fun Caribbean cruising cat regattas in the process.

A number of experienced sailors assured us that the trip couldn't be done. Saying it was too far to travel so quickly. They suggested we leave our boat in Central America for the summer, then cross the Caribbean in the fall of '04. This is an excellent suggestion for someone who has the luxury of time, but having *Profligate*, an extremely valuable editorial tool, sit idle for so long was not an option.

Like the others, we had our doubts about the trip, and were fully aware of what could go wrong — engine breakdown, fire, dismasting, mutiny, and so forth. But we've been doing Latitude for 26 years, and we'd been to Mexico for the last seven winters, so it was time to visit new places and return to old haunts. If Profligate didn't make it on what we inaccurately called the '25th Anniversary Caribbean Cruise', it wasn't going to be for the lack of trying.

Except for a major mechanical breakdown in Panama, it turned out to be a surprisingly easy trip. Yes, it was very long, but it was not the crew and boat-buster that it could have been. It took a total of 29 days, all but five of them underway. Congratulations are therefore due the crew of Doña de Mallorca, Wayne Meretsky, Paul Biery, Mike Highfield, Steve Arehart, and Sarah Terry. Sarah got off the boat in Panama, her home.

The weather certainly could have been much worse. As expected, the only significant wind between Cabo and Panama was in the Gulf of Tehuantepec, when *Profligate* experienced steady winds in the high 20s — but only for a couple of hours. There was lots of lightning south of Mexico, but no bolts ever came close to striking the cat.

In the Caribbean Sea, the wind was typically 15 to 25 knots, always on the nose, with seas between four and eight feet. Additionally, there was usually an adverse current of close to one knot. While it wasn't pleasant slogging into that kind of weather, the Caribbean regularly dishes out much, much worse. In

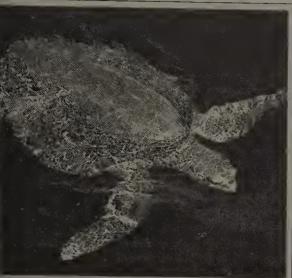


fact, both Paul Biery and Doña de Mallorca said they've done Baja Bashes that were much worse. So rushing to beat the onset of the reinforced trades — which can start anywhere from early December on — in this instance turned out to be a big success.

Just to remind everyone that you can never be sure about the weather, the second to last day they were at sea Tropical Storm *Odette* kicked up with 55 knots just to the west of them — this just after the end of the 'official' hurricane season.

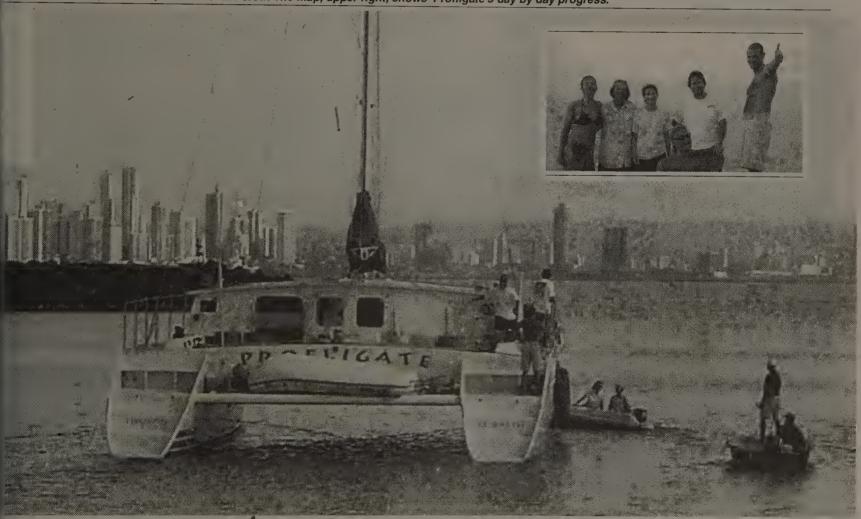
It was a hot trip, and nowhere was it

TO THE CARIBBEAN





Clockwise from the bottom left: Paul, Mike, and Wayne, after endless hours of motoring, seem transfixed by the sight of a jib; the 135-ft J Class yacht 'Shamrock', 'Profligate's berth mate at Flamenco Marina; Pumping fuel at Puesta del Sol Marina, and the volcano in back of the channel marker to Puesta del Sol; 'Profligate's twin wakes upon leaving Cabo on November 7; bouncing boobs and long legs, it must be a Mexican TV gig at the Acapulco YC; a free range turtle, a fine sight at sea; 'Profligate' being tugged out of Flamenco, with Panama City in the background, on her way to a haulout at Vacamonte; and inset, a bunch of the crew. The map, upper right, shows 'Profligate's day by day progress.



hotter than the blistering southern coast of mainland Mexico: *Muy caliente!* But day and night, it was warm the entire time — as it should be in the tropics.

Strictly a rapid delivery, there was

hardly any opportunity to sail. In the course of motoring for 540 hours, the two Yanmar 56-hp engines burned 1,397 gallons of diesel — give or take 10% to account for the uncertainty of how much fuel you really get when buying fuel from drums. *Profligate* is normally equipped

with one 75-gallon tank for each engine, but had four 55-gallon drums lashed to her cockpit to more than double her normal range.

The major mechanical breakdown was the failure of one saildrive 50 miles short of the Panama Canal. This hap-

PROFLIGATE'S PROGRESS













Clockwise from below: The Cartagena skyline; crew Sarah and Louise with the bow of a huge ship directly above their heads in a lock; 'Profligate' hauled again, this time in Panama; the pilot boat arrives for the Canal transit; a spectacular Pacific Coast cloud formation; the guys found Colombian girls to be knockouts; Mike was floored to finally see the jib set; it was a small fish, but delicious; Mike, a white boy, distinguished himself as a 'Profligate' crew in Antigua by jumping up on stage and joining the High Intensity lead singer in song; English and Falmouth Harbours, Antigua, the final destination after 3,400 miles. Inside shots: Candalaria and Mavis of Club Nautico in Cartagena; a Cartagena street scene; and 'Profligate' finally at rest on the hook in front of Antigua's Cat Club.





pened on a Wednesday. By the next Monday, the boat had been hauled, the engine beds modified slightly, two new saildrives flown down from St. Pete and installed, and the boat relaunched. On Tuesday she transited the Canal. For details on the setback and quick recovery, see this month's *Changes*. The delay caused by the emergency haulout and

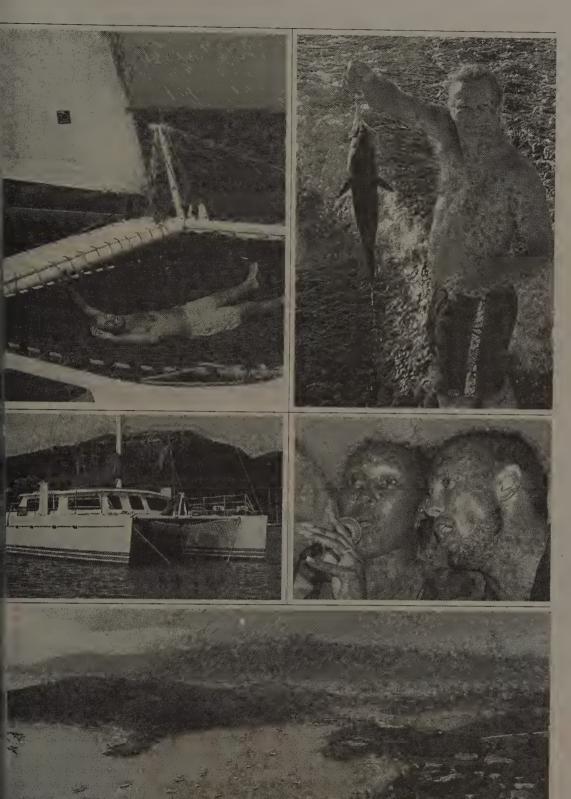
losing a great weather window in the Caribbean probably amounted to six days.

Surprisingly, there were only two other breakages. A chunk was lost from a prop blade after it hit something in the water off the coast of Mexico, and one of the engine room bilge pumps failed.

The hope was to be able to make the

trip with just four fuel stops — Acapulco and Nicaragua on the way to the Canal, and Cartagena and Aruba on the way to Antigua. Alas, 'running the engines at near the 3,800 max rpm in the early going produced over 10 knots in flat water, but burned an unacceptably high 2.5 gallons/hour per engine. This necessitated an unexpected additional fuel stop

TO THE CARIBBEAN



at Barra de Navidad — and a change in tactics. From then on it was decided to run at 2,600 rpm, which resulted in 8 knots in flat water while burning just one gallon/hour per engine. The change meant slower speeds, but also that *Profligate* arrived in Antigua from Aruba with nearly full main tanks.

Except for a cup or so of water taken

on somewhere in the Pacific, the fuel was good the entire time.

Profligate travelled about 200 miles in excess of the rhumbline course in order to stop at Vacamonte, Cartagena, and to make the various fuel stops. So the total distance covered was about 3,800 miles — which is about the same as from San Francisco to Tahiti.

Because of the extreme rush to get to the Caribbean, the fuel stops were mostly quick and to the point. Here's a summary:

Barra Navidad — Profligate arrived on a Sunday when the port captain's office was closed, so the crew got fuel and left without checking in.

Acapulco — Doña de Mallorca, who flew in from Cabo to join the boat after finishing Ha-Ha ceremonies, stopped at the Acapulco YC the night before the boat arrived. The staff was most gracious, particularly the headwaiter, a 35-year veteran of the club, and Jose Marquez, the Dockmaster for the last 30 years. We were thrilled to learn they both remembered Big O, Latitude's previous boat, from when she stopped in nine years before.

The various fees — primarily for clearing out of Mexico — came to \$140. Remember, there were six crew. Getting the paperwork and fuel was relatively quick and easy. It was very hot in Acapulco, but it's a beautiful port and a lively city with much to offer. A longer stay is in order next time.

Puesta del Sol, Nicaragua – Profligate's three-hour stop was so short that the officials decided it wasn't worth driving down to the harbor, so there was no paperwork or fees. Owner Robert Membreno, his wife and staff at the Puesta del Sol Hotel & Marina were terrific, providing fuel and a warm welcome. Doña de Mallorca got a tour of the complex and adjoining area, and was much impressed — particularly by the little school that's been built for the local children. Far from any population center. and with a dramatic volcano in the background, Puesta del Sol is as different from Acapulco as one could imagine.

Panama and the Canal — This was expensive - although some of it was our fault. The side trip to Vacamonte to replace the saildrives cost a whopping \$383 in this fee and that, and it cost \$283 to have the saildrives air-freighted from Miami, brought through Customs, and delivered to the yard in Vacamonte. The Canal fees and such came to about \$1,000, of which \$750 was for the transit itself. For various reasons, we also spent a large pile of money on a ship's agent, something that wasn't absolutely necessary. If you're on a budget, ask around, for it can also be done very inexpensively.

Panama is a dynamic little country which offers some of the best and most varied cruising grounds in the world. It's

PROFLIGATE'S PROGRESS

too bad it couldn't be moved a couple of thousand miles closer to California. If you're not in a rush, set aside lots of time for Panama.

Cartagena — It's not possible to clear in and out of Colombia without an agent. Profligate's paperwork took most of the day and cost \$70. When the papers were returned to the Club Nautico after hours, there was an error — the destination indicated was Panama rather than Aruba.

There was no room at Club Nautico, so *Profligate* had to anchor out. Nonetheless, Club Nautico owner Candalaria Bennett, her sister Mavis and their staff were most hospitable and helpful. The crew had a great time in the historic city, and are all eager to return. The guys said they would have found the Colombian women attractive even if they hadn't been at sea for so long.

Aruba — The government official looked really mean, and had de Mallorca worried about the paperwork indicating the wrong destination. The official turned out to be a jokester, and said the incorrect destination wasn't a problem at all. "There's no law against changing your mind about where you want to go," he

said. There were no fees whatsoever in Aruba.

Antigua — The fees upon arrival were \$43, including the cost of garbage collection, the port, and signing on a new crewmember. Unfortunately, the man running the credit card machine screwed up the decimal point and charged \$430. When called on it the next day, he laughed and said, "Oh my, I'm sorry, that happens all the time." We believe it was an honest mistake as opposed to a scam.

For those of you wanting to take your boat to the Caribbean, don't be mislead by the fact that it only took *Profligate* 12 days to get from Cabo to Panama, and another 8 days to Antigua. This is a boat that is easily capable of motoring at 10 knots in flat water, and she had a crew of six. It would be a much slower trip for smaller boats — particularly when bashing across the Caribbean Sea

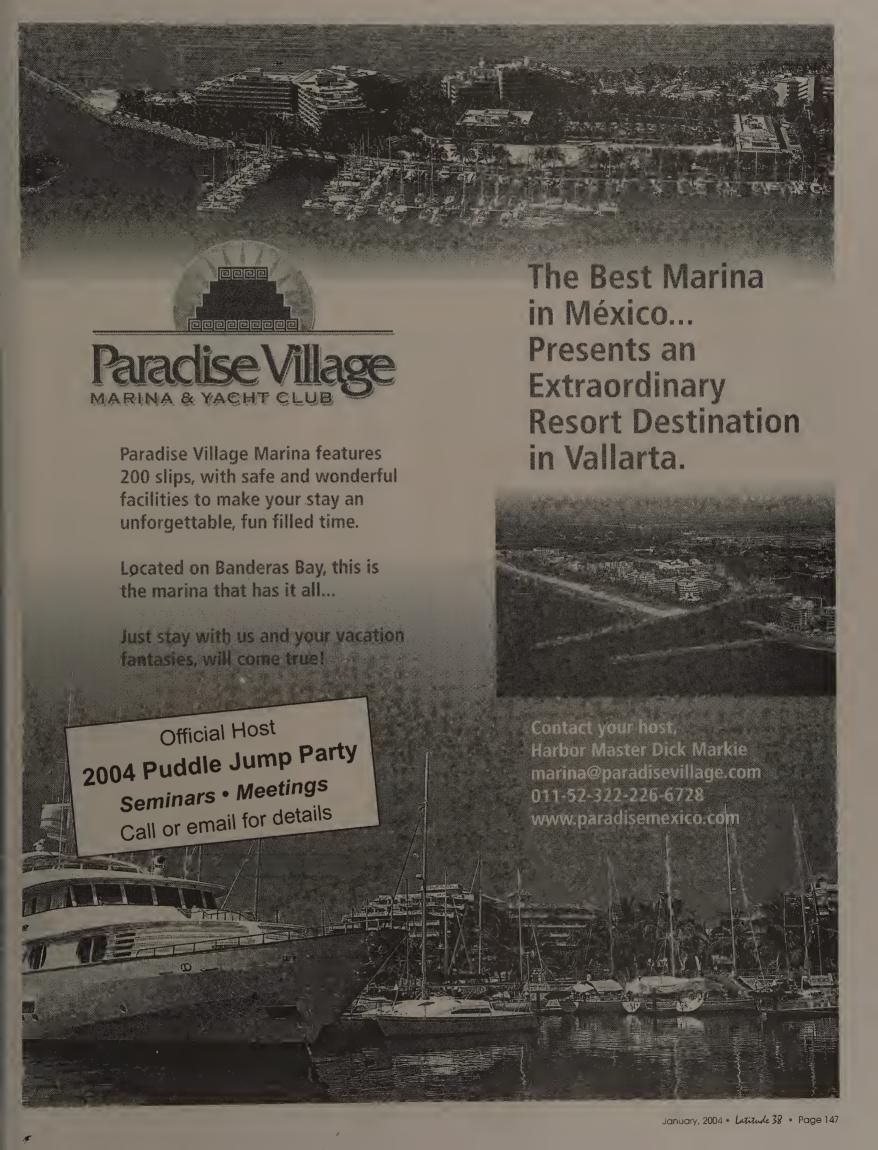
— and brutal on smaller crews. Above all, remember that this was strictly a business trip rather than a pleasure sail. For almost everyone else, it would make no sense at all.

Do we think the long and expensive delivery was worth it? That question was answered the first time we dove off the transom into the bright blue waters of the Caribbean, and confirmed during our first shorthanded circumnavigation of St. Barth. Both reminded us of how terribly much we missed sailing our own boat in the Caribbean.

Profligate will be available at least through the end of April for cabin and full boat charters in the Caribbean, including for fun events such as the Heineken Regatta in St. Martin, the Spring Festival in the British Virgins, and the Antigua Classic Yacht Regatta. The schedule won't have been confirmed until we consult with our other cat friends in the Caribbean on New Year's Eve, so if you're interested, visit 'Lectronic Latitude on January 5.

- latitude 38





SAN FRANCISCO MARINA

ost of you readers are familiar with the San Francisco Marina, at least the West Harbor. If you've been there lately, you might have noticed the funny A/C power plugs, the gates that need a key both ways, and the condition of the wooden docks and fingers. You may have wondered why it was so. . . run down. This of course is partly due to the weather and years of poor maintenance. But it is also due to the lack of adequate protection for the East Harbor, and the need for a better breakwater system for the outer West Harbor.

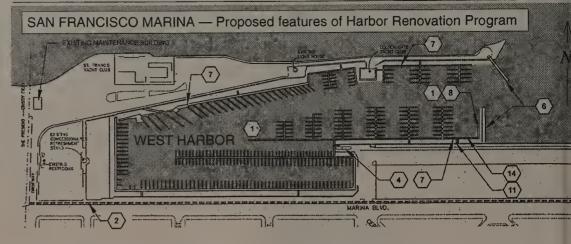
A bit of history. The harbor sits in what was, in 1851, called Marina Cove. By 1894 it was an industrial waterfront housing shipbuilders, boat builders and, on its eastern end (at the site of today's East Harbor or Gas House Cove), the San Francisco Gas Light Works Co. The schooner Yankee, berthed on the front row facing the 'kiosk', lives in approximately the spot on which she was built at Stone Boat works. She is said to have been on the hard during the 1906 earthquake. She has never left.

The current seawall in between the harbors was originally a true seawall know as Fair's seawall — and is believed to be the basis for the major fill occurring in 1912. A few years later, the Marina District was the site of the 1915 Panama Pacific Exhibition, which celebrated San Francisco's rebirth after the

The jetty east of the Saint Francis Yacht Club, up to the stone lighthouse, was the original harbor. Scott Street ran all the way to what is now the Golden Gate Yacht Club. Over the decades, the street was demolished and the jetty extended. What is now the East Harbor was built, along with its fairly recent breakwater. The harbors were updated in the rnid '60s, and given a 'life' of about 20 years.

he San Francisco Marina Yacht Harbor is part of the city's Recreation and Park Department. That's probably where any real relationship to the City ends. The Yacht Harbor sits on tidelands and, using the Board of Supervisors Budget Analyst's language (from the 1993 audit), "the Harbor is under the Public trust." Thus the City as trustee "may only use the revenues (generated from these lands) for services, purposes and improvements located or related to the Yacht Harbor." A real mouthful.

In 1985, the City, as part of a Municipal Master Plan, started working on possible scenarios to upgrade the har-



- 1. Oily water and sewage pumpout
- 2. Proposed bike/pedestrian path
- 3. Proposed location for additional tenant shower/restroom and maintenance facility
- be used as public restrooms and tenant shower/restroom facility)
- 5. Proposed children's play structure
- 6. Proposed breakwater
- 7. Tenant gate
- 8. Public boat launching/guest dock

- 9. Renovated boat hoist for trailer boat landing
- 10. Proposed trailer storage
- 11. ADA ramp
- 12. Proposed location for sailing school boats
- 4. Proposed renovation for existing building (to 13. Proposed renovation for existing building (to be used as harbor office/customer service center)
 - 14. Public access dock
 - 15. Shoreside used oil and oil filter recycling statio
 - 16. Potential public access along portion of existing breakwater

bor. The relationship between Rec and Park and its tenants began to evolve when then General Manager Mary Burns agreed to establish a Harbor Advisory Committee which would report directly to her with recommendations and concerns. I chaired the original committee. Prior to that, there was virtually no communication with the harbormaster and his staff unless it was really necessary. Harbormasters were rumored to be retired Army Corps of Engineers Colonels, though I never got that straight. When Bill Gray retired in the mid '80s, he was replaced by Carole Leonard from Coyote Point, who was and is an actual boat owner — she and her husband own the L-36 Ole.

The Harbor Advisory Committee, in conjunction with a rejuvenated tenants organization — now called the San Francisco Harbor Tenants Organization started actively working with the Rec and Park staff and the firm they hired to work on a Master Plan, Moffat and Nichol (who did the '88 study). Meetings were held, sides taken, and by the spring of 1989, after being approved by the Recreation and Park Commission, the resolution to the Board of Supervisors to request a low-interest loan from the Department of Boating and Waterways was not ap-

At that time, San Francisco elected Supervisors at large, and many constituencies (now commonly called special interests) had great access to the Board members. Suffice it to say, when lobbying the members, the Marina residents had total access. We tenants were invari-

ably ignored or considered "rich boat owners." Funny rubric that, because if you stroll around down there, you won't find many 'yachts'. The average tenant has been in the harbor about 20 years, (56% of the tenants are SF residents) and most of the boats are modest. Given the years of tenancy and the rents, it's understandable. A great many members of the Knarr and Folkboat fleets live there, as well as countless 16 to 20-ft open fish boats in the East Harbor.

IN eighborhood resistance to the West Harbor breakwater was the primary cause of the 1989 plan's defeat. In a meeting with then-Supervisor Angela Alioto, she more or less apologized for not taking a stand one way or the other with the defense - "I've lived in the Marina all my life, I see these people (the complaining residents) all the time." So much for populism.

Everything changed with the earthquake of October, 1989. By then, there was a new harbor master, Gary Davis, and the harbor was not an urgent concern for the Board of Supervisors. The plan never made it out of committee. There were, however, some upsides: money was obtained from FEMA to repair the revetments (seawalls) and make some other modest improvements to the bathrooms and other structures.

ack in May of 1985, in a belowthe fold front page Chronicle story, headlined "S.F.'s Cheap Berths," Randy Shilts

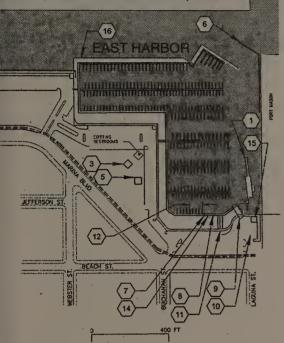
REVISITED

1. Connected walkways provide access to 85% of the marina in West Harbor and 100% in East

Harbor from any gate

2. 5% of slips are for guest docks

3. Outer West Harbor has been reconfigured to provide upwind/downwind-oriented slips.



(author of Bang The Drum Slowly) proceeded to tout the benefits of the harbor's location. The article had quotes from several other harbormasters as to how great the location was. But the gist of his piece was how much revenue the City was losing by only charging tenants around \$3.50 a foot. It didn't go into any detail about the condition or the difficulties of the harbor, just the cheap part. In a follow-up, Mayor Feinstein chimed in to say she was instructing the City Attorney and the Rec and Park Dept to look into raising rents. Then Supervisor Carol Ruth Silver proposed the creation of a sliding scale, with the wealthier boat owners paying more per foot. There was also a Parks Commission recommendation (from then-Commissioner Elmendorf) about how San Francisco residents should pay less than out-of-towners.

It also was probably the first time that the infamous 'waiting list' came up in the press. At 2,000-plus names, it was the focus of a multiyear purge and clean-up, finally achieving a semblance of sanity in the early '90s. It's currently about 450.

These two articles generated the largest attendance ever at a Harbor Tenants meeting and became the focus for the next six-year effort on the Master Plan. When I talked to Randy on the phone a couple times, he showed no interest in either updating his story or correcting misconceptions. He admitted that he wanted the headline and the "whiff of corruption." However, no one ever clarified the harbor's self-supporting status, nor the fact that the City cannot siphon off income into the general fund.

After the Gann Initiative (Prop 13), cities statewide were scrambling for revenue sources, raising fees (like they are doing now) and changing long-established city services patterns. In 1982, then-General Manager Tom Molloy had told a tenants' meeting that "regardless of the outcome," he was adding the salaries of the three Marina Green gardeners into the Yacht Harbor account because, as he put it, "I'll be damned if I am going to lose the Green for lack of money."

At the same time, he instituted the only-in-San-Francisco policy of charging three months rent in advance. The argument was that the Rec and Parks budget had been severely cut that year, and their general fund, which had advanced the money to the harbor as needed, couldn't do that anymore due to the cuts.

Keeping all this 'baggage' in mind, one can see that attempts to bring the harbor plan up in the mid '90s were met with stiff opposition from neighborhood groups. The Rec and Park staff attempted to initiate small projects under \$50,000 that did not need all the approvals that larger ones did. The harbor started doing general maintenance on a more regular basis — to the point where over the last few years, docks and fingers have been replaced, and there was a surplus in the account. The West Harbor was dredged a few years ago. The East Harbor contains newly identified contaminants, which now require complicated removal and disposal. Since PG&E is the successor in interest to the SF Gas Light Works, a portion of these costs may be reimbursed. One assumes the East Harbor will be dredged when that is settled.

When Brad Gross was named harbormaster a few years ago, the harbor got its first true professional since Carole Leonard. Brad decided to tackle the Master Plan again. So after the same sort of process as in 1986-89, a plan is once again ready to be acted upon. This is where we appear to be at this writing.

The 1989 Master Plan Proposal had a price tag of \$12-15 million depending on who you talked to. I have reviewed my records, and can't really find an actual solid number. (In a 1989 article, *Latitude* 38 said the project "will cost \$14 Million" and "in order to implement this plan

a berth rate increase of 40% can be anticipated.")

The intention of that ill-fated plan was to reconfigure the harbor, build an additional breakwater at West Harbor entrance and add some amenities. It also was going to eliminate the surge in the East Harbor by engineering some baffles under Fort Mason's pier. One of the compromises in 1989 was to keep the number of berths at 703, down from an historical high of 750. This loan would have been guaranteed by the City, meaning that in the event of a default by the harbor (not generating enough income for debt service from rents and fees) the City would have paid the piper.

2003 finds us in a changed world. The current plan proposal (actually a better one) has a price tag of \$38.5 million. Most financial analysts tell me the inflation figure might be a tad too high (from the previous, say, \$14 million), but they would be surprised if it even came in at that

The 1989 plan was more or less supported by a majority of the tenants. This new plan — believed to be favored by less than 50% of the tenants — is viewed as a step, possibly, in the right direction, but presents the harbor with serious concerns. Over the last few years, a number of statewide marina projects have failed to generate enough income to pay back their loans, and Boating and Waterways has been forced to become more demanding of those who seek funding.

Accordingly, a cornucopia of rate increases and new charges have been proposed to generate the needed income to fund reserve and 'enterprise funds' required by DBW. In other words, even if construction doesn't get off the ground for five years, you'd have to have the money in place to service the debt. In fiscal year 2003, the harbor stands to generate about \$2.2 million. This includes the fees paid by the two yacht clubs, the concessions and City Yachts. It is also supposed to include fees paid by the volleyball guys, soccer teams, and anyone who uses the Green for an event. (Years ago, the fee was a straight \$25.)

Also, the makeup of the DBW Commission has changed in the last few years, and this group has viewed "concerns of private marina operators more favorably" than in the past — the gripe being that public marinas can charge less because the money available is cheaper. So, that particular 'special interest' caused some changes in what they expect to see in funding requests — chief among them are rates, fees and procedures similar to or comparable to the

SAN FRANCISCO MARINA

private sector.

If approved, the proposed 40% increase (an assumed necessity to satisfy DBW), would raise the per-foot rate from \$5.22 to \$7.31 all at once, three months in advance. (The current berth rate survey lists the per-foot rate in SF at \$5.57) There would then be continuous annual increases until 2021 when the rate would reach \$14.67 a foot. However, the harbor would only have 668 berths.

The Harbor Tenants Association is proposing an increase of 7% per year, 4% and lower thereafter reaching a total per foot rate of \$12.97 in 2021. (I'll be 80 by then if I'm still with you).

Some of the increases proposed involve metered electricity, increased transfer fees, higher guest fees, and a general collection of small annoying charges of the kind that places like San Diego and Santa Barbara revel in. How much actual revenue they will bring in is questionable.

f or years, San Francisco had a reputation for having lots of 'free' or lowcost services for its residents, such as museums, the Zoo, Camp Mather (in Yosemite) and the ball yards. However, with Prop 13, these charges and fees increased as there was less money to fund them. The harbor fees, however, have increased only modestly — mostly due to arguments about its condition. And in the March, 2003, rate survey done annually by Coyote Point Marina, it is slightly below average, but right in there with more modern and up-to-date marinas. The Coyote Point survey also showed big increases at the high-end Marinas since '98.

One can see the argument from the private sector — their money cost is higher, so they have to charge more. But it also brings up the issue of the purpose of city services. Who are they supposed to "serve" — residents or the general Bay Area Public? Complicating the question, the San Francisco Marina is also a park. It is used by residents and visitors alike. There are many areas where both views and spaces can be enjoyed. It has become ridiculously busy during peak tourist months and whenever the weather is nice. But, the tenants pay for the facilities and staff. One could argue that that in itself is a tradeoff for cheaper rent.

The proposal before the board may meet with stiff opposition from the tenants not because of the final cost, but

because of the size of the initial increase — 40%, three months in advance. The harbor can't really change this, by the way, because it would probably cost more to change the system to monthly — a Catch 22. So some measure of creative thinking has to be devised to convince DBW that the funds necessary for the various reserve funds will be there. Some discussion has taken place about ceding Gas House Cove to the Port or GGNRA, but given that the City has always considered the Marina to be one of its "crown jewels," this is unlikely. The idea of hiring a private Marina operator, as some southern California municipalities have done, has also been discussed.

The traditional funding route has always been to request low-cost loans from DBW. Bond measures, also proposed, would cost more, and would have to be approved by voters — a very unlikely scenario even with the tenants paying the bill.

looked at the feasibility study on the Rec and Parks website (www.parks. sfgov.org) at "yacht harbor" — again — and after talking to a number of large boat owners and 'marine professionals' including brokers and harbormasters, was quite surprised to find that for the most part, the study's assumptions were correct. Most boats sold in this area are between 35 and 48 feet. A great percentage, statewide are larger powerboats, even though the majority of boats sold in the state are trailerable. Hence, there is a need for dry storage.

The consensus of the planners and professionals seems to be that the San Francisco Marina would be the harbor of first choice of Bay Area boat owners regardless of the cost. This is due in part to the prestige and visibility of the marina, which is what some boat owners want. So, to let the harbor float at "market rates," which is the plannerprofessional's view, would require that the harbor could fill up at the highest rate possible. Though parts of the feasibility study read like an investor solicitation for an IPO, it was tailored to the requirements of the Department of Boating and Waterways.

Another issue that has plagued tenants over the years is how the money allocations take place. The people who pay fees into the harbor account, which can't be used anywhere else but in the harbor, don't really have a voice in the budgetary process. The City treats all of its departments the same; they follow the same guidelines as if the money came

from the General Fund. This brings us to the harbor's expenses.

On projected revenue for 2003 of \$2.2 million, the expenses are about \$1.7 million, leaving a net figure of about \$500,000. This amount would go into the "fund" (see above).

or many years, the harbor was not charged for services by city departments. As times changed in the '90s, budget allocations to city departments were reduced, and as mentioned above, Rec and Park started charging the harbor for its time, use of the City attorney, and for the services of any other departments that might be required. There is no free lunch. These costs have been in excess of \$100,000 for many years. The harbor also pays for water and power - metered electricity, it is forecast, would save a bundle - and given the poor state of those facilities, it could and can amount to a lot. Salaries and fringe benefits are currently around 35% of total revenue, increasing by 4% until 2010. This apparently includes a number of people on disability.

So part of the rationale behind the 40% increase is the ratio of expenses to revenue. The net balance per year is not considered to be enough to adequately service the debt. If the harbor gets sufficient funds for an engineering plan, say \$2 to 3 million, the 'loan' has to be paid and funds have to be gathered in the harbor's account earmarked for future debt service. Since DBW has a finite amount of loan money available, the proposal has to go in before any allocations can be considered.

At this point, the Agency is lending the State Parks Department funds, and finishing a series of major projects in and around Alamitos Bay (Long Beach). Money is tight. As far as I know, the private benefactor loan option has not been explored.

Perhaps if the Board approves a resolution that would satisfy DBW, some funding could be assured. Perhaps the Board and the Mayor-elect might see fit to address the renovation issue in a less-than-emotional fashion. Even though a whole host of 'interested parties' have looked into the situation, they have not seen their way clear to provide some leadership to move forward.

Whether they like it or not, San Francisco is a world-class sailing destination. It deserves better than it's got.

- bill belmont

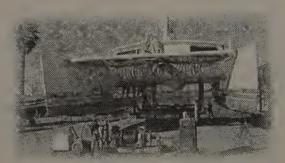


HAULOUT ANY TIME AT NAPA VALLEY MARINA AND SAVE MONEY



Plenty of dry storage

Our
Marine Ways
are the
Best Way to
Haul Any Boat



Haulout any size boat

www.napavalleymarina.com

View Our Brokerage Listings at

NAPA VALLEY MARINA

1200 Milton Road, Napa

707 • 252 • 8011

One Hour North of San Francisco

X.Interiux.

We Use AULGRIP

Distributors for Brownell Boat Stands



COAST MARINE

& INDUSTRIAL SUPPLY INC.

398 Jefferson Street San Francisco, CA 94133

800 • 433 • 8050

415•673•1923 Fax 673-1927

Distributor for:



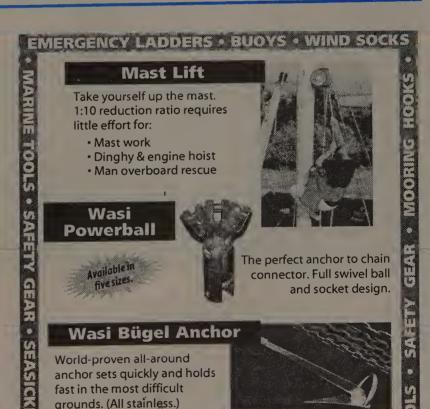
SAFETY & SURVIVAL EQUIPMENT

PAINS-WESSEX SCHERMULY

SIGNALS, FLARES & SMOKE

- ★ Sales and service for all major liferaft brands
- ★ USCG liferaft facility for Solas commercial, yacht and fisherman rafts
- ★ Commercial fishing gear

IN SAN DIEGO CALL OCEANS WEST 619 • 544 • 1900



Swiss Tech America

www.swisstech-america.com

(408) 298-7682

Fax (408) 298-0559 email: gglamb@att.net

Unique and innovative products for the blue water sailor!

BOSUN'S CHAIRS . CHAIN CLAWS . SAIL

SEASON CHAMPIONS, PART III —



"Be not afraid of greatness: some are born great, some achieve greatness, and some have greatness thrust upon them."

— William Shakespeare, 1564-1616

Welcome back to the third and final installment of our traditional series honoring the 2003 Bay Area sailing champions. This month, we'll wrap it all up by 'thrusting greatness' on two WBRA (woodies) winners, three dinghy winners, the singlehanded SSS (shorthanded PHRF sailing) winner, and — the envelopes please — our infallible choices for 'Sailor of the Year' honors in three categories.

The Wooden Boat Racing Association is 'status quo', holding steady at four classes with 51 entries, of which 31 qualified by sailing more than half the scheduled races. However, two of the fleets — Folkboats and IODs — only qualified four boats this season, and are in danger of following the Bears into permanent hibernation if they don't snap out of it next year. Only

the 28-boat Knarr fleet can be considered really healthy — in fact, it's one of the most vital and competitive fleets on the Bay.

The dinghy world is almost impossible to track since the Small Boat Racing Association (SBRA) expired of natural causes a year ago. Without a central organizing body, each of the perhaps 25 or 30 dinghy classes around the Bay Area are now on their own to put together a schedule, keep cumulative scores and declare a season winner. Most simply don't bother anymore, and accordingly the number of dinghy champions we're able to round up each year continues to dwindle. As Joni Mitchell, who probably wouldn't know a jib from a jibe, once lamented, "Don't it always seem to go, that you don't know what you've got 'til it's gone?"

The Singlehanded Sailing Society (SSS), however, continues to do fine. Over 200 boats sailed in their excellent seven-race series (Fiasco, Farallones, In The Bay, LongPac, East Bay/Estuary, Half Moon Bay, Vallejo 1-2), which starts again soon with the brain-teasing Three Bridge Fiasco on January 31.

THE GRAND FINALE



Great fun — El Toros thunder off the line at last month's RYC Small Boat Midwinters. Identifiable, from left, are Max Fraser (11820), John Liebenberg (11657), Will Paxton (11676), Fred Paxton (11649), Mike Dlaz (70809), Andrew MinKierty (11647) and Paul Tara (11827). Photo by Latitude/rob.

Check out www.sfbaysss.org if you're interested in participating.

Three months, 36 winners, and countless cups of coffee later, it's a wrap! As always, we've enjoyed this 'feel good' assignment immensely, meeting some great sailors — and great people — in the process. Congratulations to everyone, especially those winners mentioned at right who didn't get the full treatment. To the rest of you who didn't quite 'achieve greatness' this year, well, the new season is just around the corner. Sail fast and, with any luck, maybe we'll be interviewing you next year at this time.

- latitude / rkm

<u>WBRA:</u>

BIRD — 1) Hummingbird, Geoff Ashton, SSS; 2) Oriole, Jock & Dan McClean, SFYC; 3) Widgeon, Donald Camero, GGYC. (9 entered; 6 qualified) IOD — 1) La Paloma, Jim Hennefer/Jerry Rumsey, StFYC/SFYC; 2) Quick Step II, Rich Pearce, SFYC; 3) Never Again II, Mark Pearce, SFYC. (9 entered; 4 qualified)

DINGHIES:

BYTE — 1) Dan Ouellet, LMSC; 2) Trish Moratorio, RYC; 3) Gail Yando, RYC. (10 boats)

EL TORO, JR. — 1) Max Fraser, SCYC ("about 15 boats")
INTERNATIONAL CANOE — 1) Anders Petersson, RYC. (5 boats)
MILLIMETER — 1) Pax Davis, EYC/StFYC; 2) Liam O'Flaherty, EYC; 3)
Aaron Lee, BYC. (7 boats)

VANGUARD 15 — 1) Nick Adamson, TISC; 2) Matthew Sessions, StFYC; 3) Scott Sellers, StFYC. (39 boats)

SSS DOUBLEHANDED:

1) Auspice, Schumacher 40, Jim Coggan, SFYC; 2) Wetsu, Express 27, Phil Krasner, SSS; 3) Mirage, Black Soo, Lucie Van Breen, BYC. (15 boats)

SEASON CHAMPIONS, PART III —

WBRA Knarr Sophia



Tom Reed St. Francis YC

Woodie warrior Tom Reed is a fixture in these pages, having won seven Folkboat season championships in *Thea* and now three Knarr titles (out of just five attempts) with *Sophia*. Reed, the president of an industrial contracting firm in Hayward, will concentrate on the Knarr from now on, as he sold *Thea* earlier this year and then bought out his former partners in the Knarr, Russ Williams and Mickey Waldear.

Sophia's rudder broke in the first regatta, forcing Reed to play catch-up throughout the 23-race, 4-throwout season. He and crew Bob Frey (main), Roger Rapp (jib), 'significant other' Lee Ann Chernack (foredeck), and son Tom (alternate) were up to the task, finally passing Svenkist on points in the next-to-last regatta. "We didn't have any throwouts left going into the last regatta, and the possibility of not winning the season certainly loomed," said Tom. "This fleet is really competitive and, as usual, it came down to the final races."

Sophia, now 42 years old, is getting a thorough overhaul and facelift this winter at Soren Hansen's shop in Alameda. Meanwhile, Reed takes his big boat, the Choate 40 Flyer (which he now co-owns with Rapp), out daysailing.

In addition to WBRA, Reed also sailed in the IKCs in Denmark this summer ("I didn't know I could be that wrong that often!") and crewed on *Wet Paint*, a J/105 from New England, in the J/105 NAs, NOOD and Big Boat Series.

2) Svenkist, Sean Svendsen, StFYC; 3) Benino, Terry Anderlini, StFYC. (26 entered; 17 qualified)

WBRA Folkboat Frihed



Bill Madison St. Francis YC

Bill Madison bought Frihed, built in '61 by Brandt-Moeller in Denmark, from former owner Jerry Langkammerer twelve years ago. The wooden boat had been sailed hard — and won two season championships — in the 17 years that Langkammerer owned her, but was cosmetically a bit challenged. Madison took the boat to Fred Andersen in Alameda, and they completely refurbished it — new deck, rails, cabin top and more.

About then, a growing family and his job as a municipal bond attorney intruded, so racing became a low priority until five years ago. Since then, Madison has done four full WBRA campaigns, moving up steadily from fourth in 2000, to second in 2001 behind Tom Reed, to winning the last two seasons. This year, Madison sailed with a new crew, Brad McRae and March Slichter, with son Will (on the sailing team at Brown) and Ross Tibbets filling in occasionally.

Frihed ("freedom" or "resistance" in Danish) had mixed results early in the season, but did well in the important regattas, including winning the Woodies Invitational for the third year in a row. "The competition was very stiff," said Bill. "On any given day, Peter Jeal, Don Wilson and Eric Kaiser were very capable of winning. After 23 races, we only beat Peter by one point — that's close racing!"

Madison's affection and enthusiasm for the Folkboat class is clear. "I feel grateful to be part of this fleet, and count these people as my friends."

2) **Polperro**, Peter Jeal, BVBC; 3) **Windansea**, Don Wilson, RYC. (7 entered; 4 qualified)

Solo Dinghy El Toro Hippo



Fred Paxton Richmond YC

This year, for the first time in ages, the El Toro class didn't keep overall scores. However, when pressed to decree a 'season winner' to represent this large and active fleet in our pages, class president Gordie Nash unhesitatingly picked Fred Paxton. "Fred had a great year, almost always finishing in the top five," explained Nash. "He was also the top local finisher at the Nationals in Kaneohe this summer — plus, he's a good guy!"

The '03 El Toro season consisted of 36 race days in venues including Santa Cruz, Pinecrest, Clear Lake and Stockton. "I went to as many regattas as possible to get ready for the Nationals," said Paxton, a "private label blender" in real life. "Highlights included winning my favorite regatta, the 'Worlds' at Pinecrest, and also winning the El Toro Stampede. It's fun to have your name on a trophy that goes back to 1945!"

Paxton, a former Ranger 23 season winner, thanked the following people for contributing to his winning season: his wife Jean ("for putting up with twice as much sailing as usual"), his 81-year-old father Dave ("for fine-tuning my racing skills with our R/C Laser races — he still beats me half the time!"), friendly rival John Amen ("for spending extra time getting my Toro up to speed"), and young Max Fraser ("he pushed me hard all season — he's a force to be reckoned with!").

Next season, the Toros will have an official 20-event 'Roadmaster Series' to determine their new class champ.

2) John Amen, RYC; 3) Gordie Nash, RYC. (40 boats; www.eltoroyra.org)

THE GRAND FINALE

Two-Person Dinghy Snipe No Worries



Susan & David Odell Richmond YC

David Odell, the CFO of Hyperion Solutions in Sunnyvale, and wife/crew Susan, a finance refugee who now owns a French cooking school, began sailing together while dating at the University of Texas two decades ago. They owned and sailed several boats on S.F. Bay, including a C&C 29 ("boring!"), before their first Snipe stint in '93-'97. They had "some racing success" with that boat, a McLaughlin, before they both were transferred down to Sydney for work.

Oddly enough, they didn't sail much in Australia ("too many other cool things to do"), other than chartering in the Whitsundays. After quitting work in 2000 and backpacking through Asia and Europe for three months, the Odells came back to the Bay Area and began looking into one design fleets again. They soon returned to the Snipe fold with No Worries, which they had built in Denmark by Jan Persson. They added a Proctor mast and Quantum sails from the San Diego loft and began winning races.

"Last summer's highlight was winning the Districts at Whiskeytown," said David. "The low point was missing Huntington, always a favorite, due to work. The most surreal moment was driving home from a Mission Bay YC regatta—'Snipe Mecca'— in the ash shower the weekend of the big fires in San Diego."

The Snipes are ramping up for their PCCs at Richmond YC next fall, followed by the Nationals in '07. "It's serious sailing, and serious fun!" claimed David.

2) Vince Casalaina, RYC; 3) Dick Loomis, RYC. (15 boats; 8 qualifiers)

Two-Person Keelboat Mercury Pacer



Pax Davis StFYC/EYC

Retired stockbroker Pax Davis has been involved with Mercuries since 1958, when he built six of them in order to get his first boat, #456, for 'free'. Since then, he's become a legend in the Merc world, campaigning four more Mercs (524, 542, 562 and his present 580). Davis has won just about every class trophy at least once, last year taking both the NorCal Series (four EYC-hosted regattas) and the coveted Travelling Trophy (Stillwater Cove, StFYC, Monterey, L.A., Santa Barbara, and Huntington).

Back in 2002, en route to Huntington, *Pacer's* trailer got a flat tire and the ensuing sparks ignited the dock box, totalling the boat. In early 2003, while waiting for a new Ron Moore-built hull, Davis earned season points with Mercs belonging to Peter Baldwin, Dave Smith and Sutter Schumacher. Crew on the beautiful new *Pacer* included Aaron Lee (local), Dave Morris (travelling), and sonin-law George Gerwe (SoCal).

Davis, also a Millimeter champion, is the driving force behind the ongoing Mercury revival, serving as fleet treasurer, unofficial boat broker, website/ email coordinator, mentor to newcomers, and more. "Pax is pretty incredible," said Mercury president Don Whelan. "He's the glue that keeps our class together."

Davis has also tirelessly served the greater Bay Area sailing community in many capacities, including chairing the BBS and other regattas, co-founding TISC, and serving on many foundations.

2) Doug Baird, FYC; 3) Don Whelan, SDYC. (30 boats; www.merc583.addr.com/sail/)

SSS — Singlehanded WylieCat 30 *Uno*



Steve Wonner Aoelian YC

"I started sailing 20 years ago when we moved from Southern California to Alameda," said Steve Wonner, who works for a Dutch company selling food flavorings. "The house we bought came with a Cal 20 on a trailer, which became my introduction to one design racing. We had 25-30 boats on the line, all sailed by really competitive sailors. Some of them still crew on *Uno* and are among my closest friends."

Wonner moved up to *Uno*, hull #2, in 1994 after seeing the first WylieCat 30 under construction in Tom Wylie's backyard. "It was the best sailing decision I've ever made," he claimed. Though there are now 12 WylieCat 30s on the Bay, only four or five of them compete regularly. "We basically just race PHRF, and from the beginning, there have been grumblings about our rating," said Wonner. "When you stop reading about WylieCat 30s, I guess the rating will be 'right'!"

Wonner won the Singlehanded Farallones overall for the third consecutive year, and was never worse than fifth overall in the other five SSS races. "SSS is a great organization," he claimed. "It offers good competition, the fees are realistic, the race management is suburb, and the prizes are great."

Next year, Wonner intends to race SSS doublehanded ("I find myself to be poor company," he joked). He's also promised *Uno* to Bren Meyer for the SSS Farallones, and may race on a non-WylieCat. "That way I can bitch about his rating!"

2) Fast Forward, Aer. 38, Dan Benjamin, OYC; 3) Polar Bear, Antrim 27, R. Ray, SSS. (10 boats)

SEASON CHAMPIONS, PART III

'Jr. Sailor of the Year' 29er AUS 759



Brooks Reed RYC/StFYC/SCYC

On the strength of his fine third place showing at the Sears Cup finals in Detroit, 16-year-old Santa Cruz dinghy campaigner Brooks Reed is our latest Junior Sailor of the Year. Reed, along with crew Matt Noble and Jesse Wedler, mastered the alien (to them) Flying Scots, finishing just one point out of second. For this feat, the trio was collectively honored with Richmond YC's Kostecki Award for junior sailing achievement. Reed also earned the Kostecki Award in 2002, the first year it was presented.

Reed, who last appeared in these columns as a Junior El Toro champ, has been sailing since he was six. This year he sailed 420s (as crew for Hawaiian pal Martin Sterling at the Youth Champs in Milwaukee) and lots of FJ regattas as the 'A' skipper for Scotts Valley High School's sailing team, which he helped start.

Reed also discovered the 'need for speed' last year, buying Dennis Surtees' 29er and campaigning it in the NAs at the Columbia River Gorge, the Nationals in San Diego and points in between. "Brooks wants to continue to sail 'tactical' boats in fleet racing, but at the same time he's eager to learn skiffs," said his father/coach/chauffeur Steve Reed, who is pleased that his son now has a provisional driver's license.

Brooks also maintains a 4.0 GPA in school, plays classical guitar and is currently working on a high school 'thesis' about naval architecture with mentor Tom Wylie. He is interested in engineering, math and science, and is looking forward to the collegiate sailing circuit.

'Woman Sailor of the Year'
Antrim 27
E.T.



Liz Baylis SFYC/RYC

With an honorable mention to Melissa Purdy (who won the ISAF Yngling Worlds at Cadiz with skipper Hannah Swett and Joan Touchette), our choice once again for Woman Sailor of the Year is San Rafael match racer Liz Baylis. Astute readers will recall that Baylis has now won this honor three of the four times we've awarded it, that she is the reigning Rolex Yachtswoman of the Year and SFYC Yachtswoman of the Year, and that we profiled Liz and the rest of the Baylis clan in a feature article last September.

This was another fantastic year for Baylis and her S.F. Women's Match Racing Team (Aimee Hess, Karina Shelton and Nancy Haberland), culminating in winning the U.S. Women's Match Racing Championship in New Orleans in mid-November. At that regatta, Baylis defeated three top Yngling teams (Cronin, Swett, Barkow) that have been campaigning hard for the Olympics — which could bode well for her chances of backto-back Rolex watches.

Baylis also won the international Santa Maria Cup in Annapolis in late May, arguably an even tougher feat than winning the Nationals. In June, she was fourth at the ISAF Women's Match Racing Worlds in Sweden, beating five-time Rolex winner Betsy Alison to claim top American honors. Currently, Baylis is the #6 woman match racer in the world.

Baylis, a microbiologist, also gave a lot back to the sport this year in the form of guest crewing, coaching and teaching. For local fun, she races on boats known by initials instead of names, *Q* and *E.T.*

'Sailor of the Year' Melges 24 Pegasus 24-1



Shark Kahn Santa Cruz YC

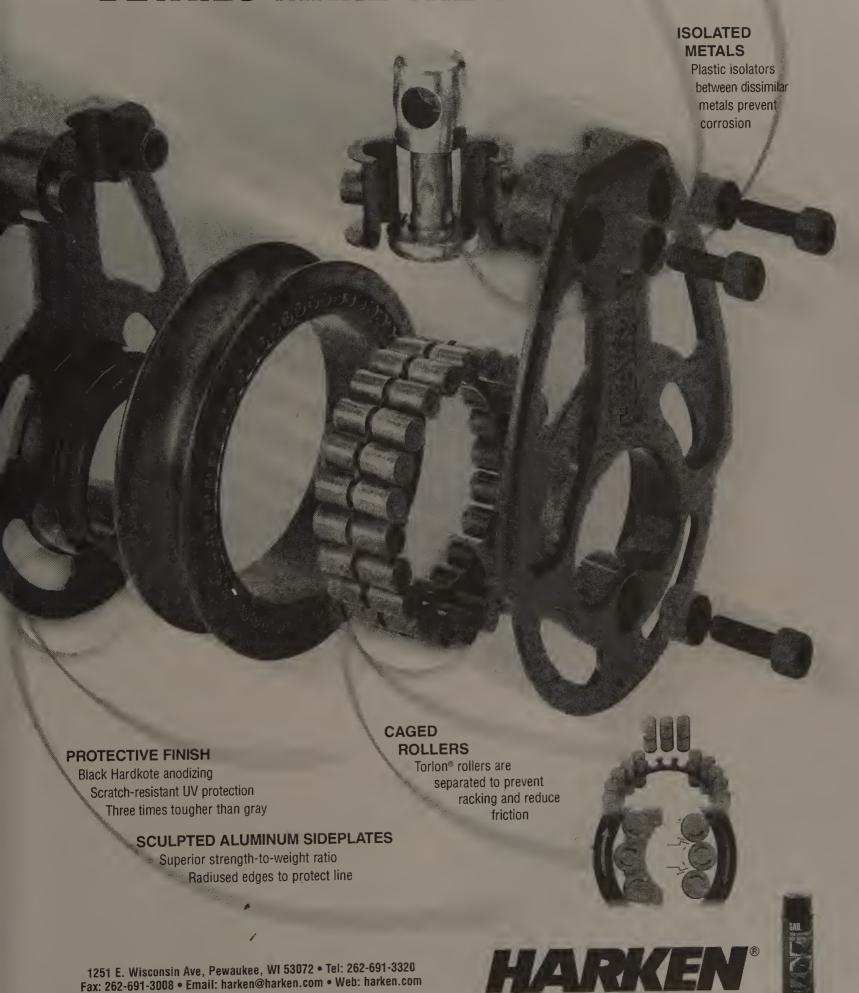
Young Pegasus Racing team member Samuel 'Shark' Kahn, who recently won the Melges 24 Worlds at the improbably tender age of 14, is the latest Latitude Sailor of the Year. We'd been eying Shark for Junior Sailor of the Year honors until October, when his amazing performance against the star-studded 68-boat Melges fleet immediately vaulted him out of the kid category and into the international limelight.

Shark is the eighth recipient of our subjective award, joining an elite club consisting of Jeff Madrigali, Paul Cayard, Mark Rudiger, Dee Smith, John Kostecki (twice) and his father, Philippe Kahn. Also quite worthy of mention are Shark's talented teammates — Mark 'Crusty' Christensen, Richard Clarke, Brian Hutchinson and 20-year-old cousin Brian Lee, also his 29er crew.

This was another banner year for both the Kahns and for *Pegasus Racing*. The Santa Cruz-based syndicate demolished the Coastal Cup course record with their R/P 77, then took the Barn Door and set a new 24-hour record of 356 miles in the TransPac, and topped it all off with the stunning Melges 24 Worlds victory.

Shark, who lately has been sailing 505s and playing inline hockey, is a polite and fairly reserved teenager who hasn't let his newfound success go to his head. He's looking forward to more 29er sailing, Key West Race Week with the same Melges crew, and the 505 Worlds and Melges 24 Nationals in Santa Cruz this coming summer. Long term, he hopes to put together a 49er campaign.

BLACK MAGIC® AIRBLOCKS® DETAILS MAKE THE DIFFERENCE



INNOVATIVE SAILING SOLUTIONS

Harken recommends McLube Sailkote™ to keep hardware running freely

NICHOLSON YACHT SHOW

Suppose they held a week-long boat show, with some of the world's most luxurious yachts, but didn't allow any of the end users to attend. It sounds strange, but that's exactly what they've been doing at the Nicholson Charter



Mark Coxon at the inside helm of the 209-ft 'Islander'. He's done well — and it couldn't have happened to a more deserving guy.

Yacht Show in early December in Antigua for the last 42 years.

Who is allowed to attend? "Properly qualified yachts small and large, power and sail, modern and classic, together with brokers, large international brokerage houses, management companies, and yacht support services and press. All are welcomed warmly and without prejudice!"

And what a boat show it is. "I don't think the number of boats showing has gotten any greater, as participation has leveled off at about 140 boats," says Dana Nicholson. "But what's changed is the size of the boats — they've gotten much bigger."

Dana wasn't kidding. The yachts ranged in size from 46 feet to 209 feet.

Swimming while sailing, it's a new concept to us. Despite the fact the pool is empty, Doña de Mallorca tries out a few strokes.

But get this, only 31 of them were under 70 feet, while 75 were over 100 feet. We can assure you that a yacht over 150 feet is a very large yacht indeed, and there were no less than 25 of them. If that didn't seal Antigua's reputation as a big boat center, there were at least another half dozen 150+ footers at anchor in Falmouth Harbor that weren't even part of the show.

Another trend this year is that there were even more sailing yachts than motoryachts, by a percentage of about 65% to 35%.

Long time no see!" said a familiar fellow in a captain's uniform one morning at the breakfast tent. It had been seven years since we'd been in Antigua, so there were lots of vaguely familiar faces we couldn't quickly put names to. "I'm not going to tell you who I am," the fellow said smiling, "you're going to have to remember on your own."

After a couple of minutes, the correct answer came to our jet-lagged mind. It was Mark Coxon, who had bailed us out about 10 year ago when the skipper on *Big O* had suddenly quit in the middle of back-to-back charters.

"I remember flying from Antigua to your boat in St. Martin and picking up the guests at the airport," Mark laughed. "When they asked me how long I'd been with the boat, I said, "Two mrmrph". They said they couldn't understand me, so could I repeat myself. So I had to admit that I'd only been with the boat for two hours."

We had a great laugh about that. We'd only seen Mark a couple of times since then, but when you share an adventure with someone in the Caribbean, it's almost like you're old friends for life.

"Let me show you my new command," said Mark, walking us down the Antigua Yacht Club Marina docks, which were overwhelmed by massive yachts. We're

talking the likes of Windrose, the 164-ft schooner that won the Classic TransAtlantic Race a year ago. When Mark came to the passerelle of the 209-foot by 35-foot sailing yacht Islander, the largest in the show, he welcomed us aboard. We got the full, jaw-dropping



tour. Alas, we did not get a chance to ride in the four-story wheelchair-compliant elevator, or swim on the top deck pool.

"When filled, the pool holds about 10 tons of water," Mark explained. "Even though that weight is up so high, the boat displaces so much and the keels are 25 feet deep, that it doesn't really affect the stability. However, when we heel more than 15 degrees, the water starts spilling over the sides of the pool."

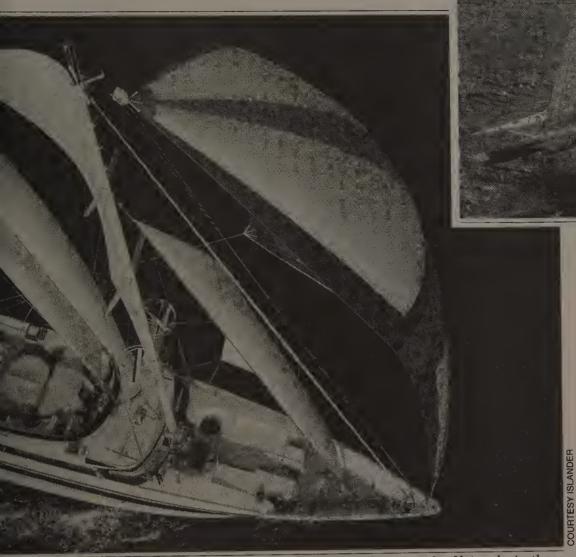
Mark commands a crew of 12 who cater to the maximum of 12 guests. The charter fee starts at \$165,000 a week. And no, that's not a typo.

Unsure if we wanted to book two or three weeks on *Islander*, we took one of the special show shuttle buses down to Nelson's Dockyard at English Harbor, one of three locations show boats were moored. As we walked past all the historic buildings and other structures, we were overwhelmed with how much we missed sailing out of English Harbor. What a cool place.

One cat that couldn't escape our attention was *More Amore*, a new Moor-



- ANTIGUA STYLE



The massive 'Islander', for charterers who require lots of room and absolutely all the luxuries. She actually sails quite well, thank you.

ings 62 cat from South Africa — complete with the steering and sail controls on an upper level. More than 15 feet off the water, the visibility is tremendous.

"I think I know you," said The Moorings rep when we entered the spacious main salon. "Yes, we met in Loreto way back in 1986 when we were opening up The Moorings base in the Sea of Cortez."

Sure enough, it was Laura Greces, who is now Director of Crewed Yachts for the big company.

When we told Laura that part of our purpose in coming to the Caribbean was to start and/or support some cruising cat regattas in places such as St. Martin during the Heinie, the British Virgins during the Spring Festival, and Antigua during the Classic Regatta, she was enthusiastic.

"Things have changed, as now onethird of The Moorings fleet is catamarans. Be sure to keep us informed about the cruising cat events."

We can report that the Moorings

62 is a luxury ride. Not only is there plenty of room inside and out, up top and on the main level, but the boat is equipped with seven air-conditioners, flat screen televisions in each cabin, and everything else you could imagine. Despite the obvious weight, Capt. Stuart Whitehouse swore that she was a pretty darn good sailing boat.

Since not all *Latitude* readers would be comfortable with the 62's weekly fee, despite the fact that the crew and food are included for the eight guests, we stepped over to inspect the neighboring cat, a Moorings 46. While obviously not

as big, the 46 still had plenty of room, and is available with and without crew. In fact, last summer a bunch of friends invited Doña de Mallorca to join them on a Moorings 46 cat for a bareboat charter in the British Virgins. "It wasn't a super high performance cat," said Mallorca, "but I can tell you it was a great sailing and party platform. We had a blast!"

The 147-ft 'Douce France' is 50 feet wide. Although she's not particularly light, she can still fly on a reach, especially in strong winds.

Our next stop was Falmouth Harbor Marina, which is naturally enough back in Falmouth. This facility didn't exist when we were last in Antigua, and now it was home to more than 40 yachts, some of them massive. Among them were the two largest sailing catamarans in the world.

The biggest was *Douce France*, a spectacular 147-foot schooner rigged aluminum catamaran with 50 feet of beam. With the steering station high above, and an 'in house' marina that lowers to the water from the aft deck, there would surely be plenty of room for the 12 guests. Truly a floating island, the closer we got, the better *Douce France* looked.

Not far away was the spanking new 109-ft catamaran *Lady Barbaretta*. Made almost entirely of carbon and titanium, with accommodations for all 12 guests on deck rather than in the hulls, she cost nearly \$15 million. Originally built for private use, she's now being made available for charter. While her exterior appearance struck us as a little bland, she has a suave modern interior with a tremendous amount of space. Rock stars and movie moguls take note!

The centerline inside steering station on the Gunboat 62 'Safari'. If you like your sailing fun, flat and very fast, you'll love this cat.



NICHOLSON YACHT SHOW



The last cat we visited was the Gunboat 62 Safari, the creation of Peter Johnstone, one of the sons of the J/Boat clan. The finish on this all carbon Morrelli & Melvin design was dazzling, and she looked rocket fast even at the dock. Like the original Gunboat 62 Tribe, she has the controversial forward cockpit. Having finally seen it in person, we still couldn't warm to it, although Paul Hand, the boat's captain, swore by it. Furthermore, Catana 42 New Focus owner Paul Biery of Northern California, who had crewed on Profligate from Cabo to Antigua, thought forward cockpit was a smashing idea. In fact, he was so smitten with the entire boat that his checkwriting hand started to twitch, and he mumbled things like, "I think Refocus would be a good name for a cat like this, don't you?"

When we inquired about Safari's weekly charter fee, it brought up something of a quirk in charterboat pricing which is that the majority of charterers care much more about luxury than performance. In this instance, we'll define luxury as the boat having similar accommodations in all cabins, with heads and showers ensuite, and air-conditioning. The good-looking Lagoon 55 cats are now all about 10 years old, and despite being only moderately fast, charter for about \$12,000 to \$14,000 for eight guests in the winter, food and crew included. On the other hand, the brand new Gunboat, which costs about 3.5 times as much as the Lagoons, is much bigger, and is literally almost twice as fast, only charter's for about \$2,000 more per week. The explanation is simple, she doesn't have the 'luxuries' so popular with charter brokers — and apparently charterers.

If performance is your thing, you can get a huge bang for your charter buck with Safari. In fact, we recommend you charter her for the three-day Heineken

Spread, The Moorings mighty Signature 62 crewed charter cat with upper level steering. Inset, Laura Greces and Stuart the skipper.

Regatta to play with other cats such as Little Wing, Rocketeer, and Profigate, and Roy Disney and Hasso Plattner's new 86ft canting keel monohulls, and a host of other great boats. When the three-day regatta is over, you can sail 15 miles over to St. Barth for a salubrious recuperation for the last four days of your charter. It might be the most fun anybody can have with a sailboat.

L here were spectacular monohulls, too, such as the 172-ft Perini Navi Atmosphere. She has an enormous dark blue hull - as you might expect of a boat with a beam of 38 feet - that is so fair and had such a mirror finish that we repeatedly found ourselves just staring at it. As for the rest of the yacht, everything was so outsized and gorgeous that we were too intimidated to go aboard.

As we walked around the docks, we marvelled at some of the other yacht features. One yacht had a champagne fountain mounted on the transom. And the 164-ft Princess Zeynep had a double jointed transom that, when flipped out, allowed the guests to dine just a couple

of feet off the water some 20 feet behind the rest of the boat!

Who charters boats like these? Obviously people and corporations with lots of money. One skipper later told us that one California gentleman has chartered the same \$60,000/ week sailboat five times in the last six months. "He says he

likes it better than owning his own yacht, and it costs him about the same amount of money."

We finally managed to pull ourselves away from the superstar boats to the more affordable charter yachts which is when we ran into a couple more Caribbean friends, both of whom happened to be running California owned vachts.

The first was D. Randy West, our catamaran guru, who is running the venerable 65-ft yawl Lone Fox, which used to belong to Col. Whitbread, and was the only wood sailboat in the show. As always, Randy was all smiles and had a million stories. If you like your charters lively and classic, we can't think of a better choice than Lone Fox and Randy. who loves to talk in island creole.

Then there was Jackson McHorney aboard owner Jim Kenyon's Los Angeles-based Farr 80 Y-Knot. We've crossed paths with Jackson for years, and previously wrote about his and owner Kenyon's trip to the Med aboard the Irwin 65 he used to own. The title of the article included the word 'decadence', which seemed to please them both to no end. Most of the crewed charter clients are wealthy people from the East Coast, so formality is a very big deal on most crewed charter yachts. But not with Jackson, who is respectful but not obsequious.

"We've already got five charters booked, so we just need two more and our winter season is all sold out," he said. "I'll tell you our secret," he said laughing, "I always put on a clean shirt before I pour the wine."

There's actually a little more to it than that. As the boat's agent Ann McHorney said, "What really makes this boat work so well is that the owner — who wants

Want to go out to dinner without actually leaving your charter yacht? 'Princess Zeynep seems to have found the solution.



— ANTIGUA STYLE



For proof that crewed charter boats keep getting bigger, check out the all carbon 38-meter mast from 'Lady Barbaretta'. Wow!

to be identified as a rabid supporter of the Washington Huskies football team knows that you can't make money with a crewed charter boat, you can just offset some of the expenses."

Truer words were never spoken. Over the years scores of people have come down to the Caribbean, bought big boats, and figured that if others can make it in the charter business, they can too. It's bad reasoning, because virtually nobody makes it in the crewed charter business. For the most part, the people and companies that own these yachts are so wealthy that they don't have to do it for the money, which puts a person who does at a terrible disadvantage. Furthermore, it takes years to establish a reputation with charter brokers, during which time the boat bleeds mountains of cash.

This later lead to a discussion with some skippers about why the wealthy owners of these yachts bother to charter them at all. One skipper had a surprising answer. He said that if they didn't charter them, the skippers would become so bored that they would quit. Today's mega yachts may not rot in port, but the sailors apparently still do."



For a great sailing time in the Caribbean, you couldn't go wrong with Jackson McHorney of the Farr 80 'Y-Knot' or Randy West of 'Lone Fox'

Crewed charters are naturally more expensive than bareboat charters, but they offer some very nice touches. The boats are generally in excellent condition, and they have all the amenities and toys. And as the charterer, you don't have any responsibility but to enjoy yourself and allow yourself to be pampered. For that special occasion, you may want to give a crewed charter a try.

- latitude 38

-San Francisco Boat Works

The Bay Area's Newest YANMAR Dealer

Johnson Evinrude Sales & Service

REDEEM THIS COUPON FOR \$100 OFF YARD LABOR SERVICES*



And yes, there is a FREE LUNCH...at our restaurant – The Ramp

YANMAR ENGINE SPECIALISTS

30 & 40 Ton Travel Lift • 2 Acre Yard
Rigging • Woodworking • Metal Fabrication
Engine Installation • Outdrive Repair
Spraypainting • Fiberglass Repair
Blister Repair • Outboard Repair
The Ramp Restaurant on Site

San Francisco

Sour Orks

Craig Page, Yard Manager



X. Interiux yachtpaint.com

835 China Basin Street
Foot of Mariposa Street
San Francisco, CA 94107

Convenient location 5 minutes to downtown S.F and easy walk to PacBell Park

(415) 626-3275

Fax (415) 626-9172

* Certain restrictions apply. Limited time offer.

Email: sfboatworks@yahoo.com • Visit our Website: www.sfboatworks.com

MAX EBB

One of the nice things about owning an aging racer/cruiser is that it doesn't have a ridiculously deep keel. When I anchor in my favorite cove, I can go all the way to the far end where the water is shallow and the holding ground is firm, sticky mud, free of the cables and

tiously, expecting some crazy conspiracy theory.

"A faster boat," she said. "Come aboard and we'll tell you our tale of woe

line. She and a few of her college friends had just hove up in the most beat-up and disreputable-looking floating object I had ever seen since that *panga* selling lobsters had crashed into the side of my charter boat.

the foredeck of my boat securing a bow

"Okay if we raft up?" she asked rhetorically.

"Sure, why not?" I answered.

Lee had discovered that the secret to successful cruising in a small boat is to always find a bigger boat to tie up to, and she asked if some of her crew could come aboard to use my head.

"Feel free," I said, observing that her small club-owned knockabout had little more than a cuddy cabin. "Just make sure they all read the instructions this time. And nothing goes in that. . ."

"... That hasn't been eaten first. Yes, for sure, we like, know the drill."

As long as Lee had invited herself and her crew onto my boat, I thought I might as well invite them onto my friend's boat, too. "Come on over for a glass of wine after you've all had your way with my holding tank," I said.

"Yes, please do," affirmed the skipper's wife. "And some dinner, too."

This was all that a gang of college students needed, and soon we had a cabin full of young sailors.

"So that's where you get your crew," said our host after they had all introduced themselves with a summary of the boats they had raced on.

"I can't keep them for long, though," I complained. "All they want to do is move on to bigger and faster machines."

"Tell me about it," said our host.
"Can't keep 'em down on the farm when
there are Big Boat Series rides to be had.
And if someone mentions the merest
possibility of entering the Pacific Cup..."

"Like flies to a dead snake on a hot country road," observed one of the college sailors.

"Speaking of Big Boat Series," said one of Lee's friends, "we did okay on the boat we raced on last year, but that handicap system was the pits."

"It was the 'Americap II' experiment," explained Lee. "Really just a warmed-over version of IMS, the measurement rule that takes full hull lines instead of point measurements. I mean, like, the technology is here to measure lines accurately and cheaply, and has been for a few years, so there's nothing wrong

"They have put something in the water that makes it impossible for us to win."

snags in the middle where the deep draft boats all compete for swinging room. I also enjoy a shorter dinghy row to the beach and better protection from wind and waves.

The other nice thing about an old racer/cruiser is that it has berth cushions and a refrigerator, and it's already heavy enough to carry a locker full of personal gear without being slowed down too much. So on those calm, hazy winter days when the Central Bay is warmer than it ever gets during a summer afternoon, I can cast off at a moment's notice and be at anchor in my cove an hour later, fully provisioned and equipped for a comfortable night on the hook.

I can't count on having the corner of the cove to myself, though. I've been sailing the Bay too long for that, and even in the shallow end of the pool, there's always someone who happens by.

"Ahoy Max!" hailed a voice from an approaching boat just minutes after I had gone below to start dinner.

I recognized the boat. It was a little bigger and a few years newer than mine, and probably needed two feet more water depth. I had raced against that boat for a couple of seasons before the division breaks changed and he was moved into a different start. He and his wife looked like they wanted to raft up, so I climbed up on deck and put out some fenders to let them know they were welcome.

"Sure you'll have enough water here?" I warned as I took their lines. "Tide's going down pretty far tonight."

"We're not afraid of a little mud," the skipper assured me. "This is a great spot."

"One of my favorites," 1 agreed. "Haven't seen you out on the race course much lately."

"It's like Thomas Lipton once said after losing another America's Cup challenge," answered his wife, "They have put something in the water that makes it impossible for us to win."

"What could that be?" I asked cau-

and injustice."

ou know, you can't expect to win every race," I counseled as I settled into their cabin settee and accepted a glass of wine. "Can't you let someone else win for a change?"

"Oh, I love a good scrap," said the skipper. "But this was different. It was an old boat, with old sails, with a 12-foot waterline advantage on us. Probably a real slowpoke in light air, which is why their PHRF rating was so fat. But on the Bay in the summer, we didn't stand a bloody chance. And it's not like they outsailed us or anything. Their starts weren't good, they didn't always go the right way, but they still cleaned our clock. I don't mind being beaten fair and square, but they were doing it way too easily."

"What kind of boat is it?" I asked.

"Some big old woodie."

"Did you petition PHRF for a change?"

"We can petition for a change to our own rating, but that's not the problem. It's the other rating that's off base, and besides, we really don't want to come off as complainers. We don't dislike the guy or anything, but it was pointless racing against that boat in summer conditions."

"Well, that's the limitation of a \$35 rating," I said. "PHRF is great for comparing one one design class against another one design class, but when you have a one-off, they just have to guess."

I leaned back and enjoyed the wine and the smell of garlic coming from the oven as they outlined their unsuccessful attempts to prod the PHRF Committee into adjusting the rating of the big woodie. But when your own boat is tied up alongside unattended you never really go off watch, and when I became aware of a shift in the way we were riding at anchor I popped my head up through the hatch to see what was going on.

It was Lee Helm, naval architecture grad student and active member of the local University sailing club. She was on

- MATRIX UNLOADED

with doing it that way. Trouble is, they always manage to totally mess up the administration of these rules on an international scale."

IMS, or the International Measurement System, was first introduced when Lee was still in grade school. But she knew the history and knew what went

"Talk about brain-dead," she exclaimed. "I'm glad I didn't ever have to be on a race committee that had to figure out what the wind strength was on each leg of an important race after the fact, trying to sort out all the boat reports. I'll bet no one in the history of IMS ever reported wind strength honestly—at least, no one smart enough to understand which direction to fudge. . . ."

"My problem with those rating matrix schemes," said another college sailor," is that you never know how you're doing while you're racing. Even with the two-number Americap, where there's one number that's multiplied by elapsed time and another number that's multiplied by course distance — we never knew how we did 'til at least an hour later. What fun is that? The whole idea of a race is to enjoy the sensory pleasures of beating another boat. It's pointless if you can't even tell when you're winning, when it's close, and when you're behind."

"We did eventually figure out that if we converted the Americap numbers to a single time-on-time factor we were able to assess our place pretty well," said Lee. "But that was us geeks. For most of the fleet, Americap was a disappointment. And like, I won't even get into the way the strong current and light wind threw the whole 'performance line' stuff into disarray. The regatta would have been much better if the RC had assigned single time-on-time numbers in the first place."

"You think they should go back to PHRF for big events?" I asked.

"No way. There's like, nothing less satisfying than winning in a fast custom race boat under PHRF," said Lee's friend. "All you prove is that you go faster than the PHRF committee thought you could go."

Meanwhile our host was serving up a hot pasta dish to a cabin full of hungry sailors, as his wife started up a second, larger pot for round two. He repeated his problems with the woodie with the gift rating.

"Clearly what we need is a good mea-

surement rule for YRA racing," he concluded. "PHRF is fine for the beer cans, but beyond that it has some serious limitations. And it's not just that the PHRF committee sometimes guesses wrong—actually, they do a pretty good job. It's the uncertainty of the data that the owners submit, and the fact that some boats are only fast in light air and some are only fast when it blows."

"Big Boat Series will use the IRC measurement rule in 2004," one of the college sailors informed us. "That's the current incarnation of the old CHS or Channel, Handicap System. It's a measurement system, but tailored to club level racing. Might be just the thing for YRA."

"Really?" said Lee, sounding a little surprised. "So like, they're giving up on Americap already, instead of doing the obvious to fix it. We're being set up for an epic struggle for market share between IRC for Big Boat, and Americap II for Pacific Cup. Personally, I'm still rooting for Americap. I think the underlying science is better than IRC and there's less subjectivity. But like, I sure wish they had chosen a better name for it."

"Yeah," said one of Lee's friends. "'Americap' sounds like an airport curbside baggage-handling franchise."

"They changed it from IMS to Americap when they changed the scoring method," reminded Lee. "If they do the right thing and scrap the almost-asbad combined time-on-distance and time-on-time hybrid and make it a single number rating, they can change the name again from Americap to something a little less tacky sounding."

"But with a single number rating," asked our host as he stirred the pot, "how do you account for the differences in boat

of the U.S. in the summer."

"The only right way to use the matrix," added one college sailor, "is to decide which elements of the matrix to use before the race, not after. That way even us foredeck crew can figure out who's winning without getting our Palm Pilots wet. Sure, sometimes the weather will be completely different from what the RC can call in advance, and the ratings will be a little off, but sometimes that's the only way that boats that are a little behind the curve can ever do well."

"Every dog has its day," summarized the owner's wife as she poured more wine.

y vote is for IRC, said our host. I hear it's similar to what they use in the Caribbean. I've chartered down there a few times, and raced under the Caribbean Sailing Association rule. It works really well without very complicated measurements. For example, they use mast circumference and distance between the port and starboard shroud chainplates as an indicator of windward pointing ability. Then they measure hull depth at the quarter-beam point to get at displacement. They do it all with the boat in the water. Most importantly, there's an option to 'measure heavy' without stripping the boat to measurement trim. It's perfect for those Caribbean events where there are a lot of casual racers who don't want to go through a big hassle getting measured, so I think it would be a good fit for YRA. But at the same time, it's an objective measurement rule - no guesswork in determining the rating.

"Um, I don't think you realize," said Lee, "just how subjective the IRC rating process really is."

"I know they assign each boat to one of something like 17 different boat types,"

"'Americap' sounds like some airport baggage-handling franchise."

types? What about the boats that are good in heavy air versus the boats that are good in light air?"

"You can still have, like, multiple ratings," said Lee. "Even a rating matrix. We already do with PHRF, sort of, with the Pacific Cup rating for downwind ocean races, and the regular PHRF rating for summer Bay conditions. But I'd add a 'winter' rating for mostly light air, which would actually correspond pretty closely to the wind conditions over most

said the skipper. "I suppose there are some judgment calls there. But they say it's unusual for two different measurers to disagree. And once the boat is 'typed,' there's no more subjectivity involved. The rating comes straight from the measurements."

"But like, the formula is secret, so we really don't know what's going on under the hood. Me, I think they do a lot of subjective iteration every year. From the outside, we might believe they are fine-

MAX EBB

tuning the formula. But like, I have a feeling that they're making PHRF-style adjustments to individual type classifications for specific boats. So like, it's not quite as clean we are led to think. Still a lot better than PHRF, though. I just wish they'd lose the secrecy,' so we could see what was really going on."

But then how do you stop designers from exploiting the rule?" said one of the college sailors. "It would sure be easy to put a lump at that quarter-beam point to make the rule think the boat was a lot heavier."

"The designers have all reverse-engineered it anyway," said another of Lee's crew. "At least all the big design offices have. It's only the owners who get left in the dark by keeping the formula secret. So we need to find other ways to keep it from being exploited, and that's where local control is important. I say we open source it, so that local YRAs can run ratings themselves and respond quickly to boats that seem to be taking advantage of loopholes."

"For sure," said Lee. "But like, the designers will always be smarter than the rulemakers. There's a simple fix: Don't rate boats that were designed after the latest version of the rule. That is, no new boats allowed — we would only rate boats built to a design that's been sailing for some number of years prior to the latest rule revision."

"The builders and designers would hate that."

"So what? The total worldwide market for Grand Prix race boats in the 40-foot and above size range is maybe 200 boats. We shouldn't hold the entire world of club and YRA racers hostage to the kind of game that the high rollers want to play. They're off developing their own 'box rule' anyway — which is a good thing, because if we're lucky it will take some very destructive pressure off what we're trying to do on the local level."

"Still, you can't just say, 'No new boats allowed.'"

"Sure we can," defended Lee. "This is supposed to be for the sailors, not the designers and builders. Anyway, it's the design date, not the construction date that counts, so new boats of a class that was designed a few years ago would be fine. And it's not like boats built to new designs wouldn't have race venues: there are PHRF beer can races and other measurement rules to race under 'til the IRC folks make sure there are no new loopholes that need to be plugged."

"Well, I'm all for it," said our host. "But

as long as these rules are controlled by national or international organizations, it's hard to imagine us sailors coming up with enough political clout to make a change like that. A 'no ratings for new boats' policy would step on some toes pretty hard, and even though the bureaucracy of sailing is supposed to be democratic, there's so much apathy in the rank and file that commercial interests seem to be running the show pretty much unencumbered."

"One-designs are the only answer," sighed one of Lee's friends.

"Or the new grand prix box rule," said her foredeck crew. "It will set level classes at various popular sizes, so when the dust settles we'll have active development classes from the International 14 at one end to the America's Cup class or even the MaxZ86 class at the top, stopping along the way for a 30-ft development class — probably with swing keels and some other wacky stuff — a 40-ft class just like the Farr 40s, and a 52-ft class a lot like the TransPac 52s. "

"Actually," corrected one of his friends, "they're calling it a 'bowl' instead of a box. That is, the rule doesn't set absolute limits on any of the dimensions, but strong penalties cut in if they deviate very far. So the designs will still have some wiggle room."

"What we really need," said the foredeck crew, "is a development class in the 25-ft size range, like the old quarter-tonners. Lots of yacht designers got started in that size, from what I've been reading. I have some ideas that I want to try out. . . . "

You're missing all the best possibilities," said his friend. "Claim stakes racing! You know, a race where every boat is for sale at the same price. So for example in a \$10,000 class, you have to agree to sell your boat after the race for \$10,000."

"Could be dangerous," remarked Lee.
"But I would add the 'Bolger bare toe scantling rule'. That's like, where you can protest any boat's hull construction at any time by kicking it as hard as you can with your bare foot. Or the opposite of a scantling rule: a maximum weight limit. Now that would really be a development class."

"Don't you mean a minimum weight?" I asked.

"No, a maximum weight. Say a metric ton, or 2,204.6 pounds. No other

rules, no limit on size or sail area or materials. We'd get giant multihulls or foilers so fragile that they'd fall apart often enough to make watching a race really interesting. And think of the technology spin-offs. . . . "

We were all served another big helping of pasta and sauce and our glasses were refilled. I asked Lee what she thought would happen in the next five years, if things went the way she would like them to go.

"Here's what the future will look like," she predicted. "PHRF for beer cans, but with summer, winter, and downwind ocean ratings listed on every certificate. And like, PHRF ratings of the future will be rounded to the nearest hundredth of Time Correction Factor instead of the nearest six seconds per mile, so it will be more natural to think in terms of time-on-time."

"Sounds good so far," I said.

"For YRA racing," she continued, "we'll have either a renamed, pure time-ontime Americap, or our own local version of the IRC or CSA rule. But like, whichever one we go with, there will be a couple of major changes, the most important being totally independent and local administration, no secret formulas, and no new designs allowed. Certificates will give ratings for the same three conditions as PHRF: summer, winter and downwind ocean."

"If we have our collective acts together," noted one of the college sailors, "the measurement rule TCF's will be on the same scale as the PHRF TCFs, for direct comparison."

"Then at the top end," Lee concluded, "we'll have all those box rules for development classes, from the International 14 to the MaxZ86 class."

"But don't the big events like Big Boat Series fall somewhere between the YRA measurement rule classes and the high rollers racing under the box rules?"

"Yes, but both IRC and Americap have a couple of levels of fussiness," Lee explained. "You might not want to allow owner-supplied measurements or sistership ratings without individual inclinings or weighings for an important event. And like, BBS would also throw in a couple of the various box rule classes, if there's interest."

"You are predicting the demise," said our host, " of IMS, MORC, and IRM, not to mention the ORC measurement rule

- MATRIX UNLOADED

and the ORC Club rule."

"Only for this area," said Lee. "Like I keep saying, local or at least regional administration is the key to a successful measurement rule. That's why PHRF has had such a long and popular run: it started as a local thing in SoCal, as 'Pacific Handicap Racing Fleet,' and most regions still administer it locally. Going back further there were the CCA and Storm Trysail Club rules on the East Coast and RORC in Europe. Even the International Rule, which was never really International, and the Universal Rule, which was never really universal, had long runs of popularity and mostly local control from the fleets that raced under them. So did MORC. The point is, like, none of those rules were controlled by a national or international organization with an agenda other than effective administration of the rule."

"Then came IOR," said the skipper.

"IOR was like, the first big attempt to globalize yacht handicapping, and it's

their well-found power or sailing yacht.

been downhill ever since," said Lee. "Bring back local control. I mean, US Sailing has not exactly been writing the book on public relations and user friendliness. So for sure, we need to open source the formulas and let the YRAs or even the yacht clubs run the numbers themselves."

"That's the optimistic scenario," I observed. "What if things go wrong, and we can't get from where we are to where you think we should be?"

"Right," said Lee's crew. "Now paint the worst-case picture for us."

."Gawd, it would be awful," she said through a mouthful of pasta. "Big Boat Series would revert to an in-house version of PHRF. Americap partisans would spend their lives trying to explain the A and B factors of the performance line scoring system to people who can barely comprehend time-on-time. IRC would always be a big secret to everyone but the big design firms who know how to beat the rule, so it would be almost impos-

sible for new designers to break in with a successful race boat. And all the policy decisions would be made back in Newport or in Europe by people more concerned with sponsorship and TV money funneled through the Olympic Committee than with good quality racing for..."

She never got to finish her rant because our keel bumped on the bottom.

"Uh oh," I said to our host. "Guess you'll have to move before the tide drops any lower. I'll be getting back to my boat."

any lower. I'll be getting back to my boat."

"Us too," said Lee. "You don't mind if
I use your head one more time, do you?"

By the time we were ready to break up the raft, the big boat next to me was hard aground, and it took all of Lee's crew hanging on the boom to get them off and into deeper water for the night.

As I watched them anchor in the moonlight, it occurred to me that no one mentioned the most important part of any measurement rule. If I need to get a boat with a deep keel to win races, you can count me out.

- max ebb



[888]443-8262 www.pacificmarine.org



CREW LIST 2004

kay, let's see. We've got a new Governor, who defeated the Lieutenant Governor in a recall election to oust the old Governor. We've got a new Mayor whose main accomplishment so far is making everyone wonder where former Mayor Willie Brown will end up next. And now the presidential race is off and run-

FOR CREW TO RACE ON MY/OUR BOAT
NAME(S):
AGE(S): SEX: PHONE: ()
CONTACT IF DIFFERENT THAN PHONE:
BOAT TYPE / SIZE
I / WE PLAN TO RACE: (check as many as apply)
1) San Francisco Bay a) Handicap
2) Monterey/Santa Cruz b) One Design 3) Ocean Series c) YRA Season
4) 2004 Pacific Cup d) Specialty Events and/or occasional YRA
5) Coastal Race(s) 6) Beer Cans
7) Baja Ha-Ha Cruiser's f) Anything & everything Rally (late October)
8) Other
I / WE WANT CREW:
Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
2) With at least one full season of racing experience 3) With more than three years experience
4) Willing to go occasional maintenance/repairs
5) Willing to do occasional lunches/galley duty
I/WE RACE:
1) Casually. Winning is nice, but let's keep it fun.
2) Pretty seriously. Why else make the effort? 3) Very seriously. I/we don't like to lose.
Mail completed form and \$5 to: Latitude 38, Attn:

ning, with President Bush scoring the first salvo on the Dems by capturing the former head of a country that none of them think we should have invaded.

Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941 by FEBRUARY 15, 2004.

Is it just us, or does life sometimes seem like a poorly written sitcom to you, too? If so, the best strategy for recharging your

systems and putting things back into perspective is to turn off the news and go sailing. And you've come to just the right place to do it. Welcome to the 2004 'Big' Crew List, wherein you can share information with boat owners or prospective crew with the goal of doing more sailing in the coming year. Whether you own a boat or not, whether you like racing, cruising, daysailing, boat-swapping or co-chartering best, this is the place.

If you're a first-timer, don't fret. The Crew List really couldn't be easier to use. To begin, check out the forms on these pages and find the one that most closely suits the type of sailing or sailors you're most interested in. For example, if you started sailing recently and are really enthused about jumping in with both feet, you'll likely want to send in a "Want to Crew on a Racing Boat" form. If you're a boat owner taking off for far horizons, you'll probably be most interested in the "Looking for Cruising Crew" form. For those in between — daysailors looking for boats or crew, people looking for other folks to co-charter with them, or even boat owners willing to 'swap' boats in other areas of the country or world — there are categories for you, too.

Once you find the form that best suits your fancy, fill out as much information as you can as accurately as you can. Then enclose the form with the appropriate advertising fee in an envelope and send it to our office. (Starting this month, you can also access forms at our website, www.latitude38.com. But these are to print out, fill in and send by snail mail. We cannot accept forms electronically, and we cannot accept forms that are not

HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

` , -		DHONE.()	
AGE(S)	_ SEX:	PHONE:()	
CONTACT IF	DIFFEREN	NT THAN PHONE:	
			#
1) Singl			
		es or small groups okay, b	ut leave anv
kids ho		or ornan groupe onay,	,
A) Kide	okay as lo	ong as you can control the	m
-+) r(lus			

accompanied by the \$5 processing fee.)

Once we receive the forms, we compile them into two Crew List articles in the March and April issues. The March one will

by MARCH 15, 2004.

be for racers only, as those boats will need to firm up crew for the racing season early. In April, we'll run the Cruising, Co-Chartering, Daysailing and Boat Swapping Crew Lists. In both

FOR CASUAL DAYSAILS
NAME(S):
AGE(S): SEX: PHONE: ()
CONTACT IF DIFFERENT THAN PHONE:
I AM / WE ARE:
(check as many as apply)
1) Single 4) Would like to bring kids
2) Couple 5) Going sailing to escape the kids
3) A group of (state number) friends interested in sailing
Mail completed forms and \$5 to: Latitude 38, Attn: Daysailing Crew List, 15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 2004.

issues, we'll publish the names of everyone who sent in a form, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the March and April lists contain hundreds of names of people of both sexes, all ages and all experience levels. If you're a boat owner and can't find crew here, well, maybe it's time you had those swastika tattoos removed.

When the March and April issues come out, look over the lists of people whose needs best match your desires, and start making calls. If you sent in a form yourself, you'll also be getting calls, of course. Many Crew Listees end up facing the pleasant dilemma of having to choose from a variety of offers. Also, in early April (dates TBA), we'll have a big Crew List Party where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven't found one — or just hang out and enjoy the company of other like-minded people. Any way you look at it, the Crew List experience is pretty much a winwin deal.

But you can't 'win' if you don't play. And you can't play unless you read and acknowledge the following: The *Latitude 38* Crew List advertising supplement is for informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warranty or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

Now that the lawyers are happy, here are some tips and

suggestions to help you get the most out of Listing:

• Be Honest. This is probably the most important 'rule' of all. Don't artificially inflate your experience or skill level. It's bad karma, for one, and — on a racing boat especially — it will

I / WE WANT TO CREW ON A RACING BOAT

NAME(S):			
AGE(S):	SEX:	PHONE: ()
CONTACT IF D	IFFERENT THA	N PHONE:	
	/ 14/5 14/4 4		2405
· /	/ WE WAN (check as n		
1) San Fr 2) Monter 3) Ocean	rey/Santa Cruz	5)	_ 2004 Pacific Cup _ Coastal Race(s) _ to Mexico (Nov)
	I/WE I	PREFE	R:
2) Boats	under 30 feet over 30 feet c class or desigr	5) N	lultihulls
M	Y/OUR EX		
1) None	·		,
b) Little or no		ore years o	ther sailing experience of general sailing; or daysailing
	ate: a) Less than ence, but am unf		ason; b) Out of area local conditions
4) Mucho long-distance	a) One or two f	ull local se Years of Ba	asons;b) One or two ay and ocean racing
Other pertinent	experience:		
	// WE	WILL:	ıly)
2) Play bo 3) Go to tl 4) Naviga 5) Do fore 6) Do grin 7) Mail con	th the bottom, do at administrator, ne masthead to ute, I've got lots on deck, I've got muches/provisioning mpleted form an	o maintena , go-fer retrieve the f experience ts of experience iscle d \$5 to: Lat Ave., Mill V	nce — anything! halyard at sea se ence

FEBRUARY 15, 2004.

come back to bite you. We don't mind sailing with BS'ers, as long as they're honest ones.

· Along the same vein, little or no experience is not always a

I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S):		N.E.
AGE(S):	SEX:	PHONE:()
CONTACTIF	DIFFERENTT	HAN PHONE:
`	WUEDE	AND WHEN:
	• • • • • • • • • • • • • • • • • • • •	
MY/OUR BOA	TISA:	
IWE PLANT	O SAIL TO:	
ON OR ABOU	JT (DATE):	
	(Check ás	EAL CREW WILL: s many as apply)
1)Be wil	iling to share ba	asic expenses such as food and fuel att preparing the boat
3) Have	more desire th	nan experience
4) Have	lote of ocean e	experience ffshore navigation than just
nuchi	ing huttons on	the GPS
e) Have	mechanical sk	kills for the engine, retrigeration, etc.
7) Have	language skills	s: a) Spanish, b) Other:orking, scuba, etc.)itility of a
9) Be ui	nattached and dship blossomi	unopposed to the possibility of a
10) 100	k good in a bik	cini/speedo/birthday suit
11) Und	lerstand and a	ppreciate Jim Carrey's humor
Mail o	completed form	n and \$5 to: Latitude 38, Attn: ocust Ave., Mill Valley, CA 94941 by

disadvantage. If you're looking for a boat on which to crew, you newbies out there have as good a chance — okay, almost as good — as more experienced hands. If the truth be told, you might even have an advantage over more experienced folks in some cases. Why? Experienced people are more likely to take issue with an owner about the set of the sails, best way to anchor and so on. Novice hands, however, are happy to do things just the way the skipper teaches them. Hey, it is his (or her) boat.

MARCH 15, 2004.

• Be realistic about the commitment. Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away — the 'time flies when you're having fun' principle in action. Cruising and chartering are obviously 24-hour-a-day pursuits, but perhaps the most time-intensive type of sailing out there is racing. Tons of behind-the-scenes work goes on in any successful racing campaign, and most of it ain't out on the race course. It's done at the dock, on the trailer or in the yard.

I/WE WANT TO CREW ON A CRUISING BOAT

AGE(S)	SEX:	_PHONE: ()
CONTACT	F DIFFERENT THA	AN PHONE:
	SAILING E	XPERIENCE:
u s	nderstand that from easick, mad at the	ing within reason for the chance. In time to time I'll probably get cold, owner and wish like hell I was be boat. I'm still game 1) 10, c) 20 sails on the Bay or
е	quivalent while bei	ing active and suffering the normal
3) Mo	derate. Several ve	ars active crewing on the Bay or ast one long coastal or trans-
4) Lot	ts. Several long oc	ean passages
	I/WE WAN	IT TO CRUISE:
	·	many as apply)
2) Mo 3) So 4) Me 5) Ha	onterey Bay outhern California exico this fall/winte awaii and/or South acific Northwest or	Pacific
	,,,,	AN OFFER:
	· ·	many as apply)
2) M 3) El 4) C 5) La 5) O 7) P	bow grease for bo ooking and cleaning anguage skills — l' panish; b) Other(s) trnamental skills — ersonality skills —	ngine, electronics, refrigeration, etc. ttom work, varnishing and upkeep ng skills 'm reasonably conversant in a)): I look good in a bikini/speedo I don't get pissed when awakened and can maintain a sense of humor
		I OF to I offuedo 20 Atto:

Mail completed form and \$5 to: Latitude 38, Attn: Cruising Crew List, 15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 2004.

And as part of the crew, you'll likely be expected to put in your share of layday work. This is not to mention the racing itself, which goes on for various fleets literally every single weekend of the summer. Whatever the schedule of your boat's fleet, you as crew will be expected to show up on time and in working order for each race unless you call ahead *well* in advance to let your mates know about changes in plans.

I/WE WANT TO CO-CHARTER NAME(S): SEX: PHONE (____) AGE(S):____ CONTACT IF DIFFERENT THAN PHONE: WHERE AND WHEN: I/we want to co-charter for _____ ___ weeks in the (spring, summer, fall, winter)_____ _____ of 2004. SAILING EXPERIENCE: (Check one from each column) Little or none I'd like co-charterer to skipper and give me _ Moderate. I sail direction regularly and have b) Prefer co-charterer of chartered before at least equal proficiency Lots. I've sailed c)____ Would be willing to coand/or chartered many charter with less types of boats and am experienced party a competent skipper I/WE PREFER TO CO-CHARTER: (check as many as apply) Bareboats (we sail) __ Crewed (professional skipper and/or crew) With other couples With other singles _ With my/our well-behaved kids, A smaller (30 to 40 ft) boat with one or two other people __ A medium (40 to 50 ft) boat with four to six other people _ A large (60 ft or more) boat, the more co-charterers the merrier I/WE WANT TO CHARTER IN: San Francisco Bay Pacific Northwest Monterey/Santa Cruz __ Caribbean Southern California Mediterranean Mexico 9) Other: Hawaii Mail completed form and \$5 to Latitude 38, Attn: Co-Charterer Crew List, 15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 2004.

In a related tenet, even if you discover halfway through the

· Be realistic about deadlines. We must receive forms from

season that racing's not really your cup of tea, tough it out with

a good attitude until the end. The sailing community is a small

one, and once you establish yourself as a dependable player,

other opportunities will develop.

AGE(S):	SEX:	_ PHONE: ()
CONTACT IF	DIFFERENT FR	OM PHONE:	1
	WHERE	AND WHE	EN:
My/our boat is	a		·
l/we would like	to swap boats v	vith the owner o	of a similar vessel
in the (Pacific	Northwest, Carib	bean, SoCal, N	lediterranean, etc.
			area.
l/we would like	to cruise this ar	ea for about	weeks
		, 2	

racers no later than **February 15**. Everyone else has until **March 15**. These dates are not arbitrary. If we don't have the forms in our hot little hands by then, your name won't go in. Your name will also not go in if the \$5 advertising fee isn't included with the form. (Unlike past years, please note that *all forms* in all categories require a \$5 fee.) In case you forget, all the pertinent information is at the bottom of each Crew List form.

• Women Crew Listettes. Women taking part in the Crew List are encouraged to use first names only — and some form of screening response such as email address, voicemail or fax number. If you are a woman, you will get calls (some women have reported getting calls years after their names appeared), and it will just be more convenient if you don't use a home phone number.

• One person per form please — unless you are offering your skills or services as a couple-only and don't wish to be considered individually. Hey, we've been in love; we know how great it can be to share an adventure like cruising to a faraway land together. If you need more forms for friends or whatever, just make copies

of these.

Well, that's about it. We plan to rerun the forms next month, but we strongly encourage you to use these and get them in early. Why? Because, for one thing, we've been known to forget to run the forms the next month. Probably because we were so exhausted from trying to keep up with the issues and the candidates of whatever election was occurring that week.

THE RACING

With reports this month on **six local midwinter races**, a look at who's going to **Key West Race Week**, a photo collage of our picks for the **Top Ten Bay Area Boats of 2003**, a few random **box scores**, and the usual potpourri of **race notes** at the end.

Sausalito YC Midwinters

The second installment of the Sausalito YC Midwinters netted 53 starters on Sunday, December 7 — a nice uptick from the previous month's 42-boat showing. The growing fleet was rewarded with a gorgeous sail in a 12-knot northwesterly, which swung west and built to 18 knots as the day went on.

After a half hour postponement for "organizational matters" (okay, the *Mercury* wouldn't start and arrived late), all boats sailed from the Little Harding starting line up to Channel Marker #2, the entrance to Richardson Bay. From there, the seven J/105s had two windward/leeward races between #2 and Little Harding, while the rest of the fleet went on a 7.2-mile two-lap triangle around Yellow Bluff and Harding.

Eden Kim's *Whisper* dominated the J/105s with two bullets (with an assist from

the biggest class, the 14-boat Little Spinnaker contingent, which included a subclass of five J/24s.

Glenn Isaacson's pretty Schumacher 40 Q was the top Non-Spinnaker boat again, despite a recent six-second hit to their PHRF base rating. Hank Easom's 8-Meter Yucca, an impromptu Sunday morning entry, appeared to be getting the best of Q until they inexplicably sailed off on another course. "I screwed up!" laughed Hank. "We should have just followed Glenn. Instead, I made the mistake of listening to my crew!"

J/105 — 1) Whisper, Eden Kim, 2 points; 2) Hazardous Waste, Chuck Cihak et. al., 6; 3) LuLu, Don Wieneke, 8. (7 boats; 2 races)

BIG SPINNY (< 111) — 1) **Astra**, Farr 40, Mary Coleman; 2) **E.T.**, Antrim 27, Todd Hedin; 3) **Team Iverson**, 11:Metre, Mark Varnes; 4) **True North**, C&C 37, Jeff Dunnavant. (10 boats)

LITTLE SPINNY (> 111) - 1) Carlene, WylieCat



Glenn Isaacson's 'Q' continued her winning ways at the Sausalito YC Midwinters.

Orion for shrimping while leading at the last mark of race one, going from "first to worst"). Mary Coleman's Farr 40 Astra easily topped the Big Spinnaker class in her first appearance of the series, while Fred Soltero's WylieCat 30 Carlene won

30, Fred Soltero; 2) Mr. Toad, J/24, John Hunt; 3) Jammin' II, Catalina 36, Mike Lamb; 4) Fat Bastard, J/24, Curtis Press/Jim Yares; 5) Blue J, J/24, Brian Mullen. (14 boats)

NON-SPINNAKER I (< 185) — 1) Q, Schumacher 40, Glenn Isaacson; 2) Roeboat, Catalina 30, Rod Decker; 3) La Mer, Newport 30 Mk. III, Randy Grenier. (9 boats)

NON-SPINNAKER II (> 185) — 1) **Nordlys**, Knarr, Joel Kudler; 2) **Patience**, Ranger 23-T, John



Baier; 3) Endurance, Islander 28, Eric Patterson. (7 boats)

SANTANA 22 — 1) **Tackful**, Frank Lawler; 2) **Fiddler's Green**, John Slivka. (6 boats) Full results — *www.syconline.org*

Golden Gate YC Midwinters

Round two of GGYC's five-round 33rd Manny Fangundes Sea Weed Soup Regatta began at 11 a.m. on Saturday, December 6. Despite an ugly weather forecast, 73 boats showed up for a quick romp around the cans. Given the southerly breeze and building ebb, the race committee sent everyone reaching to Blackaller Buoy first. The big boats then proceeded on an 8.4-mile circle around Harding, #7 (off Treasure Island), Blossom Rock and finish. The smaller boats paraded up and down the Cityfront on two shorter courses. All boats were headed home by around 1 p.m., and most were safely in their berths when the rain began.



Seaweed Soup troops — The Andrews 56 'Cipango' spun around after jumping the gun, almost losing their jib trimmer in the process.

Mary Coleman's blue Farr 40 *Astra* was first home on the varsity course in 1 hour, 13 minutes. *Astra* finished second in the 16-boat PHRF-I group on corrected time, just 13 seconds behind Steve Madeira's J/120 *Mr. Magoo*. In the fledgling six-boat IOR Warhorse class, John Clauser's experienced Farr One Tonner *Bodacious*, with wife Bobbi Tosse steering, continued their winning ways with a decisive six-minute victory over *Aleta*, which had Kame Richards aboard as guest tactician and observer.

"The IOR Warhorse division is getting organized and gaining traction," explained Richards, one of the new group's advisors. "I think the idea of getting similar size and vintage boats to race together has a lot of merit. Look at how successful the S.F. 30-footer class has been!"

Bodacious now has two bullets, tied

with the Catalina 34 Crew's Nest for the lead in the Seaweed Soup Trophy competition (lowest score in class, with ties going to the winner of the bigger class). Right behind the two frontrunners are five boats, all with three points — the WylieCat 30 Uno, the 8-Meter Yucca, the Kettenburg 38 Chorus, the Santana 22 Elaine, and the Folkboat Polperro. Our crystal ball sees Bodacious taking overall honors this year, but with three races to go, it's still too early to start engraving the trophy.

PHRF I (<70) — 1) Mr. Magoo, J/120, Steve Madeira; 2) Astra, Farr 40, Mary Coleman; 3) Sensation, 1D-35, Mario Yovkov; 4) Chipango, Andrews 56, Bob & Rob Barton; 5) Sensational, 1D-35, Gary Fanger; 6) Tivoli, Beneteau 42s7, Torben Bentsen. (16 boats)

IOR WARHORSES (21-66) — 1) **Bodacious**, Farr One Ton, Bobbi Tosse; 2) **Aleta**, Peterson 46, Keith Brown. (6 boats)

PHRF II (70-141) — 1) Yucca, 8-Meter, Hank Easom; 2) Uno, WylieCat 30, Steve Wonner; 3)

Mintaka 4, Farr 38, Gerry Brown. (10 boats)

J/105 — 1) Good TImin', Wilson/Perkins; 2) Lulu, Don Wieneke; 3) Orion, Gary Kneeland; 4) Walloping Swede, Kristen Lane. (11 boats)

PHRF III (142-197) — 1) Chorus, Kettenburg 38, Peter English; 2) Jam Jam, J/24, Neil Ruxton; 3) Eurydice, Catalina 30, George Biery. (8 boats)

CATALINA 34 — 1) Crew's

Nest, Ray Irvine; 2) Caslno, Bill Eddy; 3) Wind Dragon, Dave Davis. (7 boats)

KNARR — 1) NarcIssus, John Jenkins; 2) Pegasus, Peter Noonan. (4 boats)

PHRF (>197) — 1) Elaine, Santana 22, Pat Broderick; 2) Carlos, Santana 22, Jan Grygier. (6 boats)

FOLKBOAT — 1) Frihed, Bill Madison; 2) Polperro, Peter Jeal. (5 boats)

Full results - www.ggyc.org.

Alameda YC Midwinters

The second of AYC's low-key Estuary Midwinters attracted 23 'regulars' on Sunday, December 14. Given improbably fine conditions — sunny skies, flat water, and a 10-knot westerly — M.L. Higgins and her race committee sent the fleet off on relatively long windward/leeward courses of 7.3, 6.5 and 4.4 miles. The starts were, as always, off the Alameda YC race deck (in Fortman Marina), the upwind mark was near Jack London Square, and the leeward mark was past Coast Guard Island.

"It was great sailing for this time of year," said Higgins. "We had a steady breeze and, for once, true beats and runs." Afterward, the racers relaxed at the AYC clubhouse, where more than half the boats were awarded daily trophies (logo'ed AYC Midwinters caps).

DIV. A (0-138) — 1) Wile E. Coyote, Express 27, Dan Pruzan: 2) Buzz Lightyear, Capri 30, Rob Worlfel; 3) Rascal, Wilderness 30, Rui Luis. (7 hoats)

DIV. B (Columbia 5.5) — 1) Wings, Mike Jackson; 2) Cheater, Jim Graham. (4 boats)

DIV. C (139-189) — 1) **Lelo Too**, Tartan 30, **Emile Carles. (3 boats)

DIV. D (190-up) — 1) **Pip Squeek**, Santana 20, Aaron Lee. (3 boats)

DIV. E (non-spin) — 1) **Crinan**, C&C 30, Don Blood; 2) **Mi Amor**, Islander 36, Arnie Gallegos. (6 boats; protest pending)

South Beach YC Midwinters

Twenty-four boats enjoyed a mellow day of racing at South Beach YC's second midwinter gathering on Sunday, December 14. All three divisions headed



upwind in a fading 12-knot southerly, heading to different weather marks on courses ranging from 7.4 to 5.1 miles.

Grand Prix Sailing Academy, conveniently located nearby at Pier 38, played a significant role in the day's festivities. In addition to providing the committee boat, their 54-foot trawler Magic, they once again sent a pair of 1D-35s into the Spinnaker-I fray. Sensation, sailed by Bulgarian dinghy racer Mario Yovkov,

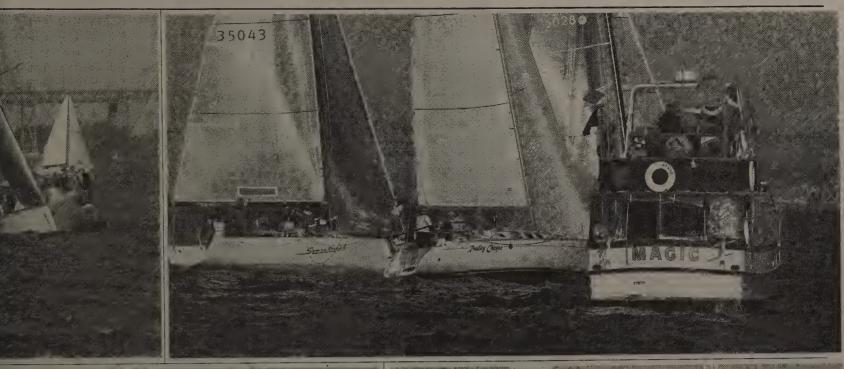
sports their gang colors on their kite; 'Sensation' leads sistership 'Sensational'; 'Goose's bowman keeps a sharp lookout; reaching away from mark '5'; and 'Pop Corn's crew relaxes downwind. won for the second time, while GPSA

founder Gary Fanger's sistership Sensational went from a solid second at the weather mark to an eventual ninth after picking the wrong corner on the run to the finish.

"That was an uncommon finish for Sensational," noted regatta chairman

Randy Wells. "It just goes to prove that in the South Bay, the race is always up for grabs until the very end!"

Yovkov, Fanger and Rodney Hagebols are partners in GPSA, which now owns three 1D-35s and is in the market for a fourth. "Our goal is to have a school where novices like myself can learn to











SBYC Mids, cont'd — Three of the four boats in this picture belong to the Grand Prix Sailing Academy; nice 'Gig'; these guys were ready to light their afterburner; all things considered, it was a 'Sensational' day for sailing; the merry crew of 'Luna Sea'. All photos Latitude/rob.

become good sailors. We're all about racing, having a good time and sharing it with other people," claimed Fanger. "A secondary goal is to promote the 1D-35, which we think is a great boat for the Bay, as well as the best bargain for the money in its size range."

SPINNAKER-I (< 150) — 1) Sensation, 1D-35,

Mario Yovkov; 2) **Northern Light**, Santana 35, Roger Neathery; 3) **Reality Cheque**, Beneteau 35s5, Kevin Wilkinson; 4) **Luna Sea**, J/105, Richard Smith. (10 boats; protest pending)

SPINNAKER-II (> 149) — 1) **Dreamer**, Hunter 31, Douglas Gooding; 2) **Popcorn**, Nonsuch 33, Niel Davidson; 3) **Dancing Bear**, Catalina 30, Joe Askins. (8 boats)

NON-SPINNAKER — 1) Fancy, Ericson 33,

Chips Conlon; 2) Highlighter, Islander 36, Bill Hackel. (6 boats)

Full results — www.southbeachyc.org

Farr 40 & J/105 Midwinters

The second of five scheduled weekends of San Francisco YC's Winter Race Clinic' for Farr 40s and J/105s was held off Southampton Shoals on December 13-14. Fourteen boats — four Farr 40s and ten J/105s — competed on Saturday in a light, shifty southerly. Race

THE RACING

manager Bill Melbostad used a rolling ten minute starting sequence, with the five minute gun serving as a practice start, followed by the 'live' start at the ten-minute gun.

The Farr 40s got in four quick windward/leeward races before the wind died, while the 105s managed three. On Sunday, the Farrs went at it four more times in similar conditions, and when the weekend scores were tallied, Chuck Parish's steadily-improving *Slingshot* had crushed the small fleet with a 1,1,1,3,-2,1,1,1 record. Jeff Madrigali helped aim the *Slingshot*, while a talented cast including Matt Ciesicki and Wally Cross pulled the strings.

Ten of the 15 J/105s registered in the Clinic showed up, and a different boat won each race — Alchemy, Bald Eagles, and Juxtapose. Randy Paul and Dave Liggett's Bald Eagles won the day with a 3,1,2 record, with Peter Cameron calling tactics and Bruce Bradfute and Hans Kaufmann rounding out the crew.

No one seems quite sure where the Clinic goes from here, as it now conflicts with two of the more popular midwinters, the Corinthian YC's series in January and Richmond YC's Big Daddy in March. SFYC has kindly offered to reschedule the January Clinic by moving it forward a weekend, but there's no word yet about the second conflict.

Meanwhile, the Farr 40 fleet continues to dwindle, with the latest casualty being Dick Watts and Tom Thayer's Non Sequitur. They pulled the plug on their program after this weekend, adding their boat to the long list of 40s in the Bay Area that are either for sale or decommissioned — Wired, Flyer, Revo, Peregrine, Silver Bullet, and Zamboni. Ironically, what started out three years ago as the Farr 40 Midwinters seems to be morphing into the J/105 Midwinters.

FARR 40 — 1) Slingshot, Chuck Parish/Jeff Madrigali, 11 points; 2) Shadow, Peter Stoneberg/Chris Perkins/Scott Sellers, 21; 3) Non Sequitur, Tom Thayer/Will Paxton, 24; 4) Astra, Mary Coleman/Sylvain Barrielle, 25. (4 boats; 8 races)

J/105 — 1) Bald Eagles, Dave Liggett & Randy Paul, 6 points; 2) Akula, Doug Bailey/Seadon Wijsen, 8; 3) Alchemy, Waler Sanford/Tom Struttman, 10; 4) Juxtapose, Ariel Poler/Cindy Weitzman, 13; 5) Hazardous Waste, Dana Sack/Chuck Chihak/Glenn Youngling, 17. (10 boats; 3 races)

Full results - www.sfyc.org

Berkeley Midwinters

The second of four Berkeley YChosted midwinters went off smoothly on December 13-14. "The big news was that,



despite the ominous forecast, it didn't rain either day," marveled perpetual race co-chair Bobbi Tosse. "We actually had sunshine most of the weekend!"

On Saturday, with "steadyish" southwest winds in the 10-12 knot range, the RC sent the 94-boat fleet on the usual 8.8-mile triangle, windward/leeward course with 'D' as the weather mark. "Our attempt at 15 separate starts worked, barely," said Tosse. "By working, I mean we got the last starters away before the first finishers arrived. It didn't leave the committee any time for lunch, though!"

Sunday was a different story. After a 35-minute postponement, the race began in a light northwesterly. The wind quickly evaporated, leaving the 34-boat fleet stranded halfway up the beat to 'G'. "It was painful to watch," admitted Tosse, "but it did allow us lots of time for lunch!" Finally, around 1:30 or 2 p.m., a fresh westerly filled in and the fleet paraded around the course.

"My heroes of the weekend are Tom

Getting 'clinical' at SFYC's Farr 40 & J/105 Midwinters — Spread, an 'Aquavit' chaser. Inset, last ride of the 'Non Sequitur'.

Tazelar, who provides his Oakland Estuary-berthed 'house' as our committee boat, and my co-chair Bob Gray," said Tosse. "They got up at 4 a.m. on Saturday morning in order to leave enough time to set a semi-temporary mark 'F' (which went AWOL again and was captured down by the Bay Bridge the week before) and check that the other buoys didn't need replacing. I figure it must have been Tom and Bob's efforts that convinced the weather gods to give us a break!"

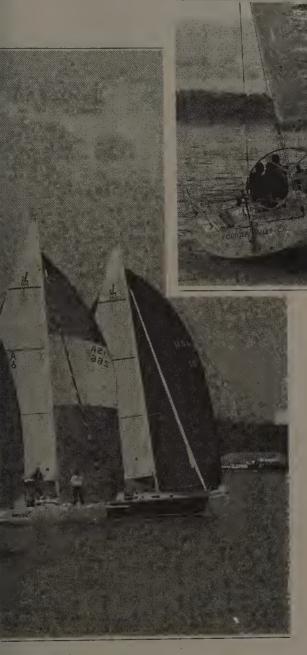
SATURDAY, DECEMBER 13:

DIV. A (0-84) — 1) Racer X, Mumm 30, Gary Redelberger; 2) Sand Dollar, Mumm 30, Erich Bauer. (6 boats)

ANTRIM 27 — 1) **Arch Angel**, Bryce Griffith. (3 boats)

BENETEAU FIRST 36.7 — 1) El Jefe, Richard Green; 2) Oni, Peter Kreuger. (4 boats)

MELGES 24 — 1) Go Dogs Go, Parsons/ Hawkins; 2) Personal Puff, Dan Hauserman, (6



OLSON 30 — 1) Hoot, Andy Macfie; 2) Family Hour, Bilafer Family. (6 boats)

ULTIMATE 24 — 1) Another Girl, Tim Kelbert; 2) Cookie Girl, Nick Roosevelt. (4 boats)

DIV. B (87-129) — 1) Sleeping Dragon, Hobie 33. Mark Halman; 2) Abigail Morgan, Express 27, Ron Kell; 3) Razzberries, Olson 34, The Nesbits; 4) Bay Loon, J/29, Joe Ferrie. (10 boats)

SF 30s — 1) Ixxis, Olson 911-S, Ed Durbin; 2) Tortuga, Santana 30/30, Steve Hutchison; 3) Jeannette, Tartan Ten, Henry King; 4) Takeoff, Laser 28, Joan Bryne; 5) Jane Doe, Olson 911-SE, Bob Izmarian. (12 boats)

DIV. C (132-168) - 1) Noble Lady, Beneteau First 305, Gary Massari; 2) Trlumph, WylieCat 30, Cartwright/Seal; 3) UFO, Ultimate 20, Chuck Allen. (7 boats)

MOORE 24 — 1) Parachairs, Rowan Fennell; 2) Old School, Nick Nash; 3) Moorigami, John Siegel; 4) Czardas, The Bentsens. (10 boats)

OLSON 25 - 1) Synchronicity, Stephen Smith. (2 boats)

J/24 - 1) Phantom, John Gulliford; 2) Half Blind Monkey, James Zervos; 3) Snowjob, Brian Goepfrich. (7 boats)

MERIT 25 — 1) Loose Lips, Phill Mai; 2) Challenger, Douglas Chew. (5 boats)

NEWPORT 30 - 1) Ruckus, Paul Von

Wiedenfield; 2) Harry, Dick Aronoff. (5 boats)

DIV. D (171-up) - 1) Lelo Too, Tartan Ten, Emile Carles; 2) Starkite, Catalina 30, Laurie Miller; 3) Ex-Indigo, Cal 27-2, Louis Benainous. (7 boats)

SUNDAY, DECEMBER 14:

DIV. I (0-87) - 1) Racer X, Mumm 30, Gary Redelberger; 2) Kookaburra, J/105, Craig Mudge.

MELGES 24 -- 1) Go Dogs Go, Melges 24, Parsons/Hawkins; 2) Atomic Dog, Team A. Dog.

DIV. II (90-135) - 1) Hoot, Olson 30, Andy Macfie; 2) Usagi, Wylie Wabbit, Marceline Therrien;

3) Family Hour, Olson 30, The Bilafers. (8 boats)

DIV. III (138-165) - 1) Levlathan, Moore 24, Gilles Combrisson; 2) Synchronicity, Olson 25, Stephen Smith; 3) UFO, Ultimate 20, Chuck Allen. (7 boats)

DIV. IV (168 only) --- 1) Half Blind Monkey, J/24, James Zervos; 2) Challenger, Merit 25, Douglas Chew. (5 boats)

DIV. V (171-up) --- 1) Latin Lass, Catalina 27, Bill Chapman; Eurydice, Catalina 30, George Biery. (4 boats)

Full results --- www.berkeley-

Box Scores

Following are results of a Bay Area high school regatta, the premiere midwinter series in San Diego, and the latest collegiate rankings:

APPLETON REGATTA (SFYC: Dec. 6-7):

OVERALL - 1) Marin Catholic V2, 60 points; 2) Marin Catholic V1, 99; 3) San Mateo, 99; 4) SOTA/Waldorf, 129; 5)

Marin Academy, 136; 6) Scotts Valley, 143; 7) Lincoln, 143; 8) Soquel, 186; 9) Maria Carrillo, 190; 10) Tamalpais, 193. (26 teams; 16 races)

DIV. A - 1) Marin Catholic V2 (Sean Kelly/ Kristin Ritenhouse), 38 points; 2) Marin Academy (John Heineken/Pierce McConaghy), 38; 3) Milpitas/ Pinewood (Edward Gardina/Liesl Pollack), 39; 4) Scotts Valley (Brooks Reed/Jeff Kelly), 41; 5) SOTA/ Waldorf (Michael Kuschner/Gabe Goldman), 51. (8

DIV. B - 1) Marin Catholic V2 (Myles Gutenkunst/Danny Cayard), 22 points; 2) Marin Catholic V1 (Morgan Gutenkunst/Becky Mabardy), 25; 3) San Mateo (Andrew Mead/Matt Werner), 37; 4) Tamalpais (Simon Fitting/Molly Robinson), 44; 5) Lincoln (Brian Nilsen/Ben Frush), 49. (8 races)

SAN DIEGO YC HOT RUM SERIES (final):

1) Stars & Stripes, R/P 50, Dennis Conner, 4 points; 2) High 5, Cookson IMS 40, Ross Ritto, 15; 3) Medicine Man, Andrews 61+, Bob Lane, 20; 4) Dalliance, Martin 243, Kevin Tuulos, 24; 5) Staghound, R/P 50, Alec Oberschmidt, 27; 6) Ruffian, J/160, Randall Pittman, 29; 7) Titan, N/M ILC 46, Dennis Pennell, 37; 8) Geraldine, J/24, Julie & Gary Mitchell, 40; 9) Bllgh's Spirit, Cal 36-M, Sam Butler, 49; 10) Velos, Tanton 73, Kjeld Hestehave, 52; 11) Wild Thing, 1D-35, Chris Busch, 53; 12) Slipknot, Etchells, Artie Means & Will Stout, 59; 13) Blackadder, J/27, David Cattle, 62; 14) Scrambled, Kirby 30, Geff Fisher, 90; 15) Genevieve, Tartan Ten, John Harrop, 91. (150 boats; 3 races; www.sdyc.org)

COLLEGIATE RANKINGS (as of December 5):

COED - 1) Harvard; 2) Dartmouth; 3) Kings Point; 4) Brown; 5) Tufts; 6) Hawaii; 7) Boston College; 8) USC; 9) Hobart/Wm. Smith; 10) MIT; 11)



What a hoot! Three boats are leading their divisions in both the Saturday and Sunday BYC Mids — 'Hoot', 'Racer X', and 'Personai Puff'.

St. Marys; 12) Georgetown; 13) Charleston; 14) UC Irvine; 15) Washington College; 16) Stanford; 17) Old Dominion: 18) Eckerd; 19) Yale; 20) Texas A&M. WOMEN - 1) Brown; 2) Dartmouth; 3) Harvard;











4) Old Dominion; 5) Tufts; 6) Yale; 7) Charleston; 8) Navy; 9) **UC Irvine**; 10) **USC**; 11) Hobart/Wm. Smith; 12) St. Marys; 13) **UC Santa Barbara**; 14) Eckerd; 15) Georgetown.

Key West Preview

Last time we checked, 295 boats were signed up for the 17th Terra Nova Trading Key West Race Week on January 19-23. This year's fleet presently includes 121 handicap entries (IMS and PHRF), 174 one designs, entries representing 17 countries and 24 states, and 10 lucky boats from the Bay Area. Here's a quick scouting report on our local contingent:

Rosebud, R/P TransPac 52 — Roger and Isobel's all-conquering TP-52 will be back to defend her '03 Key West divi-

Top Ten Bay Area Boats of 2003, clockwise from upper left — The 'Good Timin' gang won the J/105 NAs and their fourth straight season; the 67-year-old 'Yucca' rolled to lots of PHRF victories; 'Zephyrus V' broke the 32-year-old Jamaica Race record; 'Illusion' topped the Cal 40s at TransPac; the Davidson TP-52 'Alta Vita' won the TransPac overall. All photos Latitude except as noted.

sional title, sailing with Jack Halterman, Kevin Miller, Brent Ruhne, Malcolm Park, Glenn Hansen, George Wheeler, Gary Evans, Evan Evans (no relation), Jono Swain, Matt Smith, Keats Keeley, and Mikey Joubert. Once again, Rosebud will embark on an East Coast tour after KWRW, this year doing four Caribbean regattas (Heineken, Rolex, BVl Spring Regatta, Antigua) and Newport-Bermuda before coming back to California for the September rituals.

El Ocaso, J/120 -- Rick Wesslund

had so much fun at KWRW last year, he's decided to make it an annual event. This year, with a record seven J/120s entered, Premiere Racing has given the 120s a sub-class with their own daily and weekly trophies. "By next year, we hope to have 10 boats and our own start," said Wesslund.

Joining Rick on his second trip to KWRW are Randy Bigony (tactician), Jeff Lawson, Wade Declaris, Jay Fryer, Russ Mabardy, Greg Suski, Tom Bigony, Bobby Brooks and Bryan Murdock. *El*

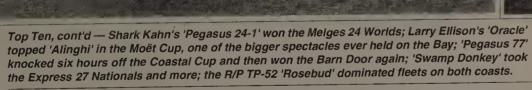












Ocaso and Oui B 5 will buddy-boat from KKMI across the country, share a double slip at Key West, and practice together a few days before the regatta. Hopefully, our two San Francisco boats will lead the 120 fleet.

Oui B 5, J/120 — John Sylvia made the decision to go to KWRW after "freezing our tails off at last year's Spring One Design and J/Fest." Sailmaker Norman Davant was enlisted as tactician/project manager, joining regular crew Jeff Harte, Chris Tutmark, Chris Churchill, Ralph

Wedge, Charlie Hopper, Larry Smith, Kris Olszewski and Peter Schoen. "We're as much friends as we are sailors, all people who enjoy racing hard and then solving the world's problems at the bar afterward," said Sylvia. "We have three goals for Key West — have fun, race like hell, have fun."

Zuni Bear, J/105 — Co-owners Rich Bergmann and Shawn Bennett will be back to defend their 2003 Boat of the Week title with Adam Sadeg, Tom Purdy, John Horsh and one more TBD. Zuni,

which has been living temporarily in San Diego, will also do SORC before making its way back to the Bay Area.

Masquerade, J/105 — Tom Coates, Chris Perkins, Mark Chandler, Steve Marsh, Tim Scherer and Will Sharron will take their sixth shot at the KWRW crown. Masquerade was fifth last year — and just three points behind winner Zuni Bear — in a 29-boat fleet, and has always been in the top quarter of this large and competitive fleet. Will this be their year to finally put it all together?

Lucky Ducky, WylieCat 30 — Hall Palmer, who splits his time between houses in Palo Alto and St. Petersburg, is returning to Key West for the second

THE RACING

time. He'll be joined by Bay Area sailor Curt Jaquot and two other cruising friends (Palmer also owns Relativity, a Beneteau 53f5 which is currently wintering in Croatia). Last year, Ducky scored two daily firsts despite relatively light air. "We have very limited goals," he said. "We hope to have fun and not get in the way. The WylieCat is a good boat for old men to enjoy — and still surprise folks from time to time!"

Pegasus 492, Melges 24 — The reigning Melges 24 world champions - 14year-old Shark Kahn, Crusty Christensen, Richard Clarke, Brian Hutchinson and Brian Lee — will get together again at Key West. This is the second time these five guys have sailed here - last year, they were 22nd out of 56. We'll bet the ranch they finish a lot higher this

Pegasus 575, Melges 24 — Philippe Kahn will return to Key West with a slightly different team - Mark Reynolds, Morgan Larson and Doogie Couvreaux. Philippe finished 19th last year, and is also due to move up significantly. Team Pegasus has been 'cross-training', or perhaps just having fun, in 505s lately.

Grinder, Melges 24 — KWRW veteran Jeff Littfin is returning to the fray with Steve Pugh (his boat partner in Wind Dance, their J/105), Phil Perkins, and one other still-to-be-determined crew. There are currently 54 Melges signed up, and the competition promises to be bru-

Go Dogs Go, Melges 24 — This is a relatively new Santa Cruz-based boat making its first appearance at Key West. Owner Tim Hawkins, project manager Pepe Parsons and crew will be going up the slippery part of the learning curve.

Southern California will also be wellrepresented by four Farr 40s (Samba, Croc Rock, Warpath, Pendragon V), Les Crouch's new R/P 43 Storm, two Mumm 30s (Deneen Demourkas will race Groovederci against her husband John on Groove Too), Bob Lane's Corsair F-28 Medicine Man, and at least one Melges 24 (Monsoon).

Daily results and Rich Roberts' reports will be posted at www.premiereracing.com. Good luck to everyone!



Race Notes

Kudos: John Liebenberg, who won both OYRA and ODCA titles with his Antrim 27 Always Friday last summer, was named Richmond YC's Yachtsman of the Year. . . Longtime Corinthian YC member and Cal 20 sailor John Nooteboom (Tension II) was similarly honored at CYC. . . San Francisco YC director Bill Melbostad, owner of the Soverel 33 Navigator and one of the best amateur racers on the Bay, was named



COME SEE US FOR ALL REPAIRS

Modern Craftsmanship

Large or small

for any size vessel

Wood • Fiberglass Aluminum • Steel

Clean, Environmentally Safe, **USCG Approved Facility**

SANTA ROSA BOAT CENTER (707)586-7900

Full Service Yard

50-70-100+ Travel Lifts with maximum 25' beam

Call now for an estimate Tom Anderson or Eric Friberg

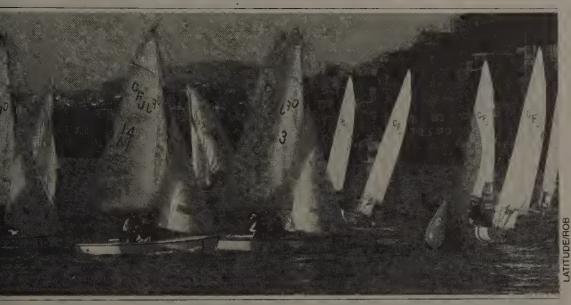
(415) 332-5432

(800) 310-5432

Any Tide

- Interior & Exterior upgrades & retrofits
- Complete Paint top to bottom
- Custom Metal fabricating and welding
- Engine Service and repowering
- Complete Rigging Shop
- Electrical Installation and repairs
- In-House Propeller Shop

400 HARBOR DRIVE, SAUSALITO, CA 94965



Bumper cars — A typically hectic mark rounding at San Francisco YC's Appleton Regatta, an FJ weekend for high schoolers.

his club's Yachtsman of the Year.

Sale boats of the month: South Beach YC member Paul Osborn, who raced his Contessa 32 *Grenadier* for 22 years, will be showing up at the starting line with a new boat this year. Osborn recently purchased the 985 Beneteau 42 *Savoir Faire*, perhaps best known for winning the Big Boat Series in 1998. . . Mike

Caplan, owner of the Hawkfarm *Iolani* and past commodore of the Pacific Cup YC, bought the Farr One Tonner *General Hospital* from Vancouver several months ago. Caplan, who renamed the boat *Punahele* and keeps it at RYC, will enter local races and the upcoming Pac Cup. . . Last month, the seriously neglected Wylie 34 *Killer Duck* was advertised "as is" in *Classies* for just \$5,000. RYC harbormaster Rich Weirick, who helped sell the boat, reports he re-

ceived somewhere over 60 phone calls, "mostly tire kickers." Francis Gonbouin, former owner of the Cal 40 *Green Buffalo* and self-confessed boat tinkerer, got the 'Killer deal' and reportedly will restore the boat over the next year.

Top Olympians: The Olympic Sailing Committee of US Sailing recently honored five sailors as their Athletes of the Year. Laser campaigner Mark Mendelblatt (St. Petersburg, FL) and Europe campaigner Meg Gaillard (Jamestown, RI/Pelham, NY) were singled out as top Male and Female Athletes. Top Team honors went to Yngling sailors Hannah Swett (Jamestown, RI/New York, NY) and her crew Joan Touchette (Newport, RI) and Melissa Purdy (Tiburon, CA). Mendelblatt has already earned the Laser berth in August's Athens Olympics, dominating the Trials last month in Houston. Gaillard and Swett, frontrunners in their respective classes, will have their Olympic Trials in Florida on February 12-22.

Midwinter round-up: Nine boats sailed in the second **South Bay YRA** Midwinters on the brisk day of December 6. Coyote Point YC fired the guns for the





THE RACING SHEET

quick race, which saw southerly winds between 8-20 knots. Robert Hu's Beneteau First 38 Mist won the Spinnaker class, while Dave Few's Cal 25-2 Chablis IV was the top Non-Spinnaker boat. . . Just three El Toros — a pretty sad turnout - showed up at the pond for Lake Merritt SC's Robinson Memorial Midwinters. After three races, Petaluma sailmaker John Amen was declared the winner, followed by Max Fraser and Buzz Blackett. . . For the second month in a row, the Santa Cruz YC Midwinters were canceled on December 20, this time due to low tide and shoaling at the harbor mouth entrance. In lieu of racing, the sailors gathered at SCYC for an afternoon crab feed and holiday libations. Hopefully, the series will have better luck when it resumes on January 17.

Speaking of midwinters, **eight Bay Area Opti sailors** made the trek down to New Orleans for the U.S. Optimist Dinghy Association Midwinters on November 28-29. With 192 boats participating, this is the second largest U.S. Opti event after the Nationals. Thirteen-year old **Ben Lezin** of SFYC was the top Bay Area fin-



Hawaii Five-0 — Philippe Kahn and Paul Allen surf down the Molokai Channel on a 505, "practicing for the 2005 TransPac finish."

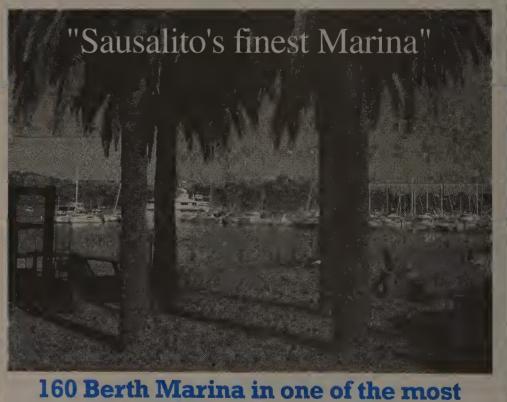
isher in 71st, followed by Claire Dennis (80) and Rogan Kreidt (95). Will Dennis, Ian Simms, Megan Runyon, Devon Lindsley and David Liebenberg also participated. **Will Dennis**, age 10, brought home a trophy for fourth place in the

White Fleet (10 years old and under). See www.usoda.org for more.

New toys: Morgan Larson has sold his almost-new 505 and is having Larry Tuttle build him a new, even higher-tech one. Morgan and crew Trevor Baylis should be major players at the 505 Worlds in Santa Cruz this July. Philippe and Shark Kahn and various Team Pegasus members, always looking for new challenges, have also jumped into 505s recently (see accompanying picture).

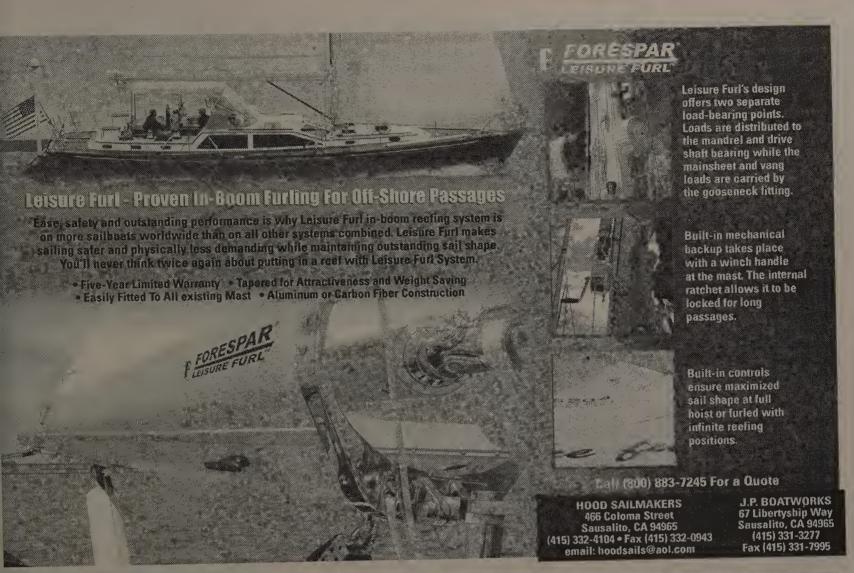
Support your local winery: Sonoma County's Dry Creek Vineyard — title sponsor of the Bitter End YC's Pro-Am Regatta and generous supporter of many local regattas, including this year's Big Boat Series - has stepped up their involvement with sailing even more. They recently signed a two-year sponsorship agreement with US Sailing, insuring their wine will be served at select adult national championships. Additionally, a portion of the proceeds from their Regatta label wine sales will go to support US Sailing's educational programs. It's a win/win deal, further cementing DCV's reputation as the "sailor's wine."





160 Berth Marina in one of the most beautiful spots on the Bay

- Visitor berths Guest moorage able to handle yachts up to 200 ft.
- Dry storage Waterfront Offices Three-ton Hoist Windsurfing
- Deli Beach Rowing Kayaking Yacht clubs always welcome

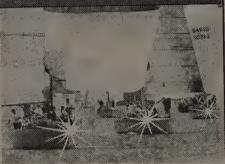




BOAT POLISHING & PROTECTION

WINTER WASHDOWN

Mold, mildew, black streaks – winter can be harsh on your boat.



You can always find the Seashine boats!

Regular washdowns and polishing are the most cost-effective way to preserve your boats health, beauty and value!

Also:
Brightwork • Interiors • Bilge Cleaning

We Accept Credit Cards





Since 1986

S E A CHINE

Call to schedule 510 428 2522 www.seashine.net

With reports this month on **Worldwide Charter Possibilities Throughout the Year**, this year's **Caribbean Regatta Schedule**, an **All-Female Instructional Ocean Passage** and miscellaneous **Charter Notes**.

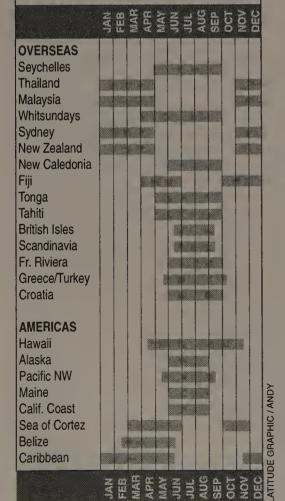
A Calendar Chock Full of Charter Possibilities

If you're like most folks, this is the time of year when you resolve to get totally organized, lose 10 pounds and inject some sparkle into your lackluster workaday world. To our way of thinking, there's no better way to accomplish the latter than by sitting down with a globe and a calendar, and mapping out plans to charter a bareboat in one or more exotic destinations during the coming months. Then, thankfully, you'll finally

PRIME SAILING SEASONS

* Please note: The blocks below represent the <u>absolute best</u> months in terms of wind and weather. However, there's good sailing in many of these locations beyond these dates also, as some venues are truly "year-round" destinations.

(Data from industry sources.)



be able to totally unplug from the hyperstress of modern living.

Hmmm. . . let's see, white sand beaches, frothy piña coladas, a few good friends and a sleek, comfortable boat to transport you from one idyllic anchorage to the next. Yeah, that's the ticket. And the good news is that in any given month of the year it will be the prime sailing season *somewhere* on this watery planet of ours.

So let's page through the calendar together and check out the possibilities. As we discussed last month (*Running from Old Man Winter*), during our nastiest winter months, sailing conditions are ideal in Thailand; Sydney, Australia; and in both the Bay of Islands and the Hauraki Gulf of New Zealand. According to *Latitude*'s 'bureau chiefs' (*ahem!*) in those locations, January through April comprises the prime season in each area.

During those months, sailing conditions are also ideal in the Eastern Caribbean, where there are, of course, dozens of charter bases. As we often note in these pages, you can have a wonderful time sailing the Caribbean isles virtually any month of the year — even, with any luck, during the June to November hurricane season. But during the winter months it's a safe bet that the easterly trades will be blowing a steady 12 to 20 knots and skies will be bright blue every day of your charter. (The down side, of course, is that anchorages will be more crowded.)

Looking ahead to late winter and spring, a different crop of possibilities presents itself. As charter destinations go, the island-strewn sailing grounds of Belize (on the eastern side of Central America) are extremely 'hot property' these days, so make your booking ASAP. Mid-February through mid-June are the best months.

That is also an excellent time to witness the raw, unspoiled beauty of Mexico's Sea of Cortez, reached via the one and only charter base at La Paz. In midsummer, it's a bit too hot there for our tastes, but we should mention that October and November are also quite nice in the Sea.

Contrary to what you might imagine, not all islands of the South Pacific — and.



similarly, the Indian Ocean — share the same prime sailing months. Due to its monsoon season, sailing in Fiji is best from April through June and again from October through December. By contrast, the prime sailing months in both Tahiti and Tonga are generally considered to be May through September.

Another gorgeous tropical destination to consider during those months is New Caledonia. A possession of France, this cluster of lush green islands is a favorite of Aussies, yet little-known to Americans.

Speaking of places where you'll find few Budweiser-swilling yanks, Australia's Whitsunday Islands also enjoy a long summer of ideal sailing conditions. This largely uninhabited chain lies just offshore, between the Queensland coast and the Great Barrier Reef. And if you want to get *r-e-a-l-l-y* exotic, consider the Seychelles. Remotely located in the incredibly blue waters of the Indian Ocean, this venue is a surreal playground of sandy, palm-fringed islets studded with giant boulders.

Summertime, of course, yields the most charter possibilities of all. In addition to 'off-season' (read: lower-priced) sailing in the Eastern Caribbean, West-

OF CHARTERING



With frequent flights to every prime sailing venue on the planet, it really is a small world. So grab some charter brochures and start planning your next sailing trip.

ern Europe offers at least a dozen enticing venues for bareboat chartering. From the steep-sided fiords and rocky islands of Norway and Scotland, to the *chi-chi* esplanades of the French Riviera, and on to the sun-baked islands of Greece, Europe offers a wide variety of culturally rich possibilities. True, winds are not always reliable, and in the north the weather can be a bit of a crap shoot. But picture-perfect, centuries-old harbors, festive nightlife and fascinating excursions ashore more than compensate for those deficiencies.

Closer to home, chartering in the Pacific Northwest gives sailors access to some of Mother Nature's finest handiwork. Be it the American San Juan Islands, the Canadian Gulf Islands or the primeval fiords of Desolation Sound' and the Princess Louisa Inlet, which lie farther north, the Northwest is an ideal sailing destination for sailors of all stripes, including families with young kids. Shoreside attractions include hiking through dense forests, swimming in

mountain lakes, soaking in hot springs and — in the more southerly areas — fine dining and bar-hopping in quaint waterside villages and towns. Again, book early, as the season is relatively short (mid-May through mid-September), and the best boats get snatched up many months in advance.

The other West Coast playground to consider is the Channel Islands. Bareboats are available from harbors all along the Southern California coast, including Santa Barbara, Oxnard, Marina del Rey and Long Beach.

If you can't get away until the fall, no worries. As we mentioned earlier, Thailand, Sydney, Auckland, the Bay of Islands, Fiji, and the Sea of Cortez are your best bets.

So there you have it, a yearlong lineup of primo charter venues. We suggest you resolve to nail down your 2004 charter plans while your New Year's enthusiasm is still effervescent.

- latitude/aet

Racing in Paradise — Where Charterboats are More than Welcome

Mix equal parts sunny, trade-wind racing with rum-fueled, reggae-powered

partying, and you have the recipe for a classic Caribbean Regatta. If you act quickly, you can be part of such an event this year.

We realize that racing isn't for everyone. However, we're not suggesting here that you embark on a 'grand prix'-caliber campaign; simply that you rent a bareboat and spend part of your charter period chasing other like-minded duffers around the buoys. Later, at the Regatta Village, you can track down your competition — who will have flown in from all over North America and Europe — and swap tales over potent libations. Of course, you'll also want to show off your dancing prowess to the infectious beat of a steel drum band. Win or lose, it's hard not to like that sort of 'competition'.

In all but a few of the regattas listed below, separate bareboat classes are offered in order to create a level playing field — since bareboats are relatively heavily laden and don't carry spinnakers. Alternately, if you'd rather test your mettle against the local hotshots and the international teams of serious racers who jet in each year, you can probably rent a high-performance local race boat by contacting the race committee or a Caribbean charter broker such as Nicholson's. In this case, we'd suggest also chartering a bareboat - ideally a big catamaran — as a mothership, where non-racing friends or family can watch from the sidelines, and everyone can eat and sleep in comfort.

Needless to say, it would be wise to lock in your reservation ASAP, as these event dates are just over the horizon. Oh, and don't forget to send us a few photos when you return.

— latitude/aet

Major 2004 Caribbean Regattas (* asterisk indicates no separate bareboat classes) Feb 14-16 St. Croix International Regatta, St. Croix, USVI Mar 5-7 Heineken Regatta, St. Maarten Mar 26-28 ... "International Rolex Regatta, St. Thomas, USVI Apr 2-4 BVI Spring Regatta, BVI Apr 9-11 Puerto Rico International Regatta Apr 15-20 "Antigua Classic Yacht Regatta, Antigua Apr 9-11 Bequia Easter Regatta Apr 25-May 1 Antigua Sailing Week, Antigua May 28-31 "Foxy's Wooden Boat Regatta, BVI

WORLD

An All-Female Passage: Hawaii to San Francisco

On October 15, the 65-ft S&S sloop Alaska Eagle departed Oahu, Hawaii, bound for San Francisco, sailed by allfemale captains and crew. I was lucky

enough to be one of them.

The 2,400-mile passage was part of the Alaska Eagle's annual schedule of offshore voyages, administered by the Orange Coast College School of Sailing and Seamanship. Located at Newport Beach, the school offers a wide range of sailing classes on various types of boats, but voyages aboard the Eagle - a former Whitbread Round the World Race winner — are always highlights of the overall program.

I receive extremely varied responses when I tell people that it was an all female crew. The oddest responses, and the ones I want to put to rest before going any further, are along the lines of some male fantasy. Sharing the tamest of its renditions here, I can confidently state that signing on with an all female crew was not about prancing around in our bikinis on the foredeck all the way across the Pacific! While the skill level and experience of each crewmember varied, we're all pretty good sailors and had signed on to improve our sailing skills and do some 'serious' ocean sailing.

But why sign on to an all-female crew? In addition to frequently sailing with mixed-gender crew, I have done several passages with all female crews, and, at the other extreme, I've been the only female on otherwise all-male crews. While every passage and every crew is unique, in my experience, there are some similarities within and differences between them. I am not an expert, but I am going to foolishly rush in and share my observations anyway. I just hope they don't become the hot topic in Latitude's Letters column.

The way I see it, there are three fundamental reasons why women would want to sign on to an all female voyage.

Opportunity is the first - opportunities to do things you would not normally attempt. For example, if men had been on board, I doubt that Dorothy, a retired school teacher, would have been the one crouched over in the engine room working with the captain to bleed the engine, handing in and out tools, and watching how this important task gets done. I wonder if Jennifer and Kathleen, who together barely weigh 200 pounds, would have been the duo called on to put the







third reef in the huge main - about 20 minutes after it really should have been reefed down? And I doubt that Barbara would have been left on the helm when the wind gusts kicked up over 40 knots.

Many of the crew sail at home with their husbands on their own sailboats (of 40 feet or larger) and have already made substantial passages. But often, when you sail with someone regularly, patterns or roles develop around who does what activity. Sailing with an allfemale crew, however, gives you the opportunity to get out of your normal role, and do the things your partner would usually do. On this trip, Robin became the master (mistress?) reef-taker and she was only partly joking when she said that she hoped she would now be able to put in a reef on her own boat the next time she and her husband get in heavy weather, rather than just be relegated to galley duty.

To be fair, it is not about the men being big muscular brutes who are shoving us away when we are trying to do something. They are more familiar and comfortable doing these activities and so are quicker to respond to the need. Making sure the task is done safely and correctly is likely part of the motivation, as well. Our own hesitation may be mostly

Clockwise from upper left: Jennifer at the helm off Diamond Head; Cap'n Karen gives a laugh; Tana secures the main; Kathleen trims the jib; on-deck instruction in the open-air classroom.

to blame and the main reason we don't get an opportunity to try the new task. But when we were out there on our own. we had to do it or it did not get done. I am sure that had a lot to do with why Tana climbed the mast one night (sans bosun's chair) to stand on the furled mainsail and reach/release the shackle that had been well beyond her grasp from deck level.

Support is the second reason to sign on to an all female crew. I don't want to resort to stereotypes, but there was no yelling on board. It was a very supportive and encouraging environment. The fact that certain tasks took longer to complete was simply part of the learning process. We were all in this together, sharing and taking turns with everyone involved.

One of the crew, we'll call her Nikki, was experiencing the worst seas and wind she had ever seen when it was her turn to take the helm. To put it mildly, she was very 'reluctant' to assume control. However, the on-watch captain calmly insisted. I watched the tears fall from Nikki's eyes, while the captain con-

OF CHARTERING





tinued to patiently tell her she had to take the wheel. I contemplated mutiny — even though I know this captain to be one of the kindest souls on the sea. Finally, the captain won out and Nikki took the helm. While it was a wild ride for a short bit, Nikki soon found she could handle this wonderful vessel in these awful conditions. She stopped crying and we all started celebrating and cheering louder than the wind.

Sailing northeast to San Francisco in October, we ran the risk of encountering bad weather. Besides the weather faxes which we received and interpreted at regular intervals, we also used a weather router. Twice during the 14-day passage, we contacted him via e-mail and received a 3-day forecast specific to our location, and a suggested sailing route. This leads me to my third generalization about sailing with an all-female crew. We all felt totally comfortable asking for directions!

We sailed nearly the whole way across—having to motor less than two days. The least wind we had was around 5 knots, and the highest gusts were around 40 knots. While the trip was a mixed bag of upwind, downwind and reaching, the majority of it was upwind in about 20 to 25 knots. Luckily, the boat sails upwind like a dream, so those con-

ditions were 'arguably' great. I say arguably because the person in the uppermost foreward bunk would definitely disagree.

Although our three female watch captains are all highly experienced offshore sailors, this 13-day crossing was the longest ocean passage that any of the crew had ever made. For some, in fact, it was their first real offshore voyage.

We were a varied crew, but we all wanted to be challenged and have a great time. Dorothy, the retired school teacher, lives aboard in San Diego and has plans to go cruising soon with her husband aboard their new Hans Christian 44. Jennifer, one of two warm Canadians, is currently looking for the 'perfect boat' so she too can cruise with her family. JJ and her husband are putting the latest wizardry on their Swan 44 and have plans to attend some international Swan regattas.

Kathleen, our other Canadian, is a marathon runner whose pent-up energy was released in humor and song nonstop, 24 hours a day. She is planning a big escape soon with her family aboard their Hylas 46. Lori is a day sailor who likes to go voyaging on other people's boats. We thought of Robin as 'our caretaker', but I suppose that comes naturally to someone who has 12 children. Hopefully, we were a bit less work. Our first night out, Robin had the wheel for over 90 minutes in heavy weather — the longest stint of the whole trip — as the rest of her watch struggled on the foredeck with a then unfamiliar boat. Susan is a J/80 racer from Chicago who

frequently charters bareboats all over the world. She and her husband are contemplating having a Next 57 built for them. Tana is a landlocked Iowan, yet quite a good sailor. She and her family do bareboat charters every year, and plan to purchase a catamaran soon and spend much of each year sailing on the West Coast.

Our captains were awesomely competent sailors and patient instructors, with an endless supply of humor. Captain Karen was well suited for this role, as she never sleeps. The slightest unusual sound would have her searching the boat for the cause. Off watch, she would be checking weather faxes, fixing fuel pumps, patching sails, explaining to the crew how the watermaker works, repairing items broken on the previous watch or preparing for the next watch — but never sleeping.

First mate Danielle is an ex-cruiser turned racer and the one we looked to for critiquing, and occasionally even blessing, our sail trim adjustments. She was the speed demon, pushing that knot meter to new heights. Recently engaged, she had a reason to hurry home.

Second mate Barbara was our spiritual leader and took charge of the galley — two areas closely related on a long ocean passage. Thanks to Barbara's careful planning and knowledge, we ate extremely well all the way across. She even took care of the vegetarians and nobody lost any weight.

All in all, it was a wonderful experience with a great group of women. I am proud to have sailed with them.

— lori van hove (with karen prioleau)

Readers — Learn more about Alaska Eagle's offshore programs as well as the school's other instructional offerings at www.occsailing.com.

Charter Notes

Unfortunately, the Bay Area's fleet of large, **multi-passenger charter vessels** seems to be shrinking. A year or two ago the lovely schooner **Ka'iulani** was sold

Team 'Alaska Eagle' strikes a pose upon arrival. Although some were seasick along the way, they all found their sealegs eventually.

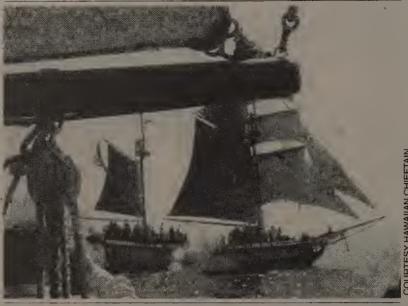


WORLD OF CHARTERING

for private use and the classic Alden schooner Bagheera retired from the biz. Then the Ocean 71 Second Life left the Bay on a cruising sabbatical and tragically sank last summer in the Southern Caribbean. Most recently, the 78-ft schooner Rendezvous was retired this fall from her long stint of Bay chartering, and was donated to Santa Cruz Youth Sailing. That nonprofit organization now uses her for a variety of youth sailing programs, including scientific research.

Given these departures, it would seem that there is a great void waiting to be filled, and easy money to be made. Don't be deluded. As any charter crew will tell you, our fickle economy and seasonal weather make big-boat chartering here a very tough business.

Still, a number of boats succeed year to year through perseverance and creativity. The 105-ft (LOA) square tops'l schooner *Hawaiian Chieftain* is one



With both crews decked out in period costumes, taking part in a mock gun battle transports passengers back to the glorious Age of Sail.

such example. Last month she sailed to Southern California where she has begun a six-month **Tall Ship Tour**, offering a series of special programs such as mock gun battles with **Washington state's official tall ship Lady Washington**, at 15 ports between San Diego and San Francisco. Public sails and dockside tours will take place at each stopover.

Of particular note is the Eighth Annual Long Beach Sea Festival, January 3 & 4, where the Chieftain and Lady Washington will sail in tandem with the recently completed sail training sisterships Irving and Exy Johnson (operated by the nonprofit Los Angeles Maritime Institute), and with the Newport Beach-based square tops'1 schooner Lynx. The latter is a splendid replica of a Baltimore Clipper built just prior to the War of 1812.

Lady Washington, by the way, portrayed the Black Pearl in the recent Disney flick, Pirates of the Caribbean.

The Chieftain and Lady Washington will return to the Bay in March, with battle reenactments and other programs scheduled at San Francisco (March 3-7), Oakland (March 8-16) and Redwood City (March 17-28).

For further info on the Tall Ship Tour and complete vessel details see www.hawaiianchieftain.com. or call (415) 331-3214.

www.cyoacharters.com





info@cyoachorters.com
ph: 340-777-9690 fx: 340-777-9750
st thamas, u.s.virgin islands 00802

thinking about a sailing vacation?

Since variety is the spice of life, we've added new cats to our charter fleet. Checkout out our 4-cabin, oir conditioned Fountaine Pajots. They're laaded with all the creature camforts you need for island happing and smooth sailing.

Our website provides details obout these models, plus Hunter, Jeonneau and Mainship members af aur fleet. Whether you are sailing with just one friend or a large group, there's a perfect baat far you.



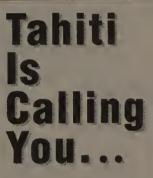
We have been sailing the Virgins for over 20 years and we know what makes a bareboot vacation perfect... well-maintained boots, o friendly knowledgeable stoff, easy travel arrangements and reasonable charter rates. Start planning your perfect vacation today.

1-800-944-CYOA

VIRGIN ISLANDS BAREBOAT CHARTERS - SAIL & POWER HUNTER - FOUNTAINE PAJOT - JEANNEAU - MAINSHIP



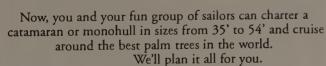




The ...

Magical seduction! Spectacular Beauty! Dazzling Sunshine! Turquoise Lagoons!

...all are waiting for you in TAHIT!!





For reservations or brochure.

Call toll free:

1-800-404-1010 anywhere in USA or Canada

TAHITI YACHT CHARTER Co.

P.O. Box 5162 · Newport Beach, CA 92662 949-675-3519 · Fax: 949-723-8512 e-mail: marimktg@ix.netcom.com

Represented by Maritime Marketing Inc.

Abandon Sh*t







hideouts with the charter company renowned for its customer service and quality since 1979. TMM is the perfect choice for a hassle-free vacation. And if you are not sure that you are ready to bareboat, you can hire one of our seasoned skippers and just kick back and enjoy the ride. Call now - get a new perspective on life.





The British Columbia Yachting Place

Where your U.S. dollar buys you more!

Bareboat Charters & Certified Yachting Instruction

www.bosunscharters.ca

Call us toll free at 1-800-226-3694

Lat38@bosunscharters.ca

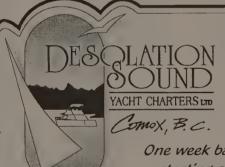
2240 Harbour Rd., Sidney, BC Canada V8L 3Y3 fax (250) 656-4935



The Greek Islands are the World's #1 Sailing Destination

TOLL FREE NUMBER 1-877-2GREECE

info@olympicyachtcharters.com • www.olympicyachtcharters.com 4145 39th St., Sunnyslde, New York 11104



Closest full-service charter base to Desolation Sound & Princess Louisa Inlet

> Visit our Web site for a preview of our 25' to 44' Power & Sail fleet

One week bareboat charters starting at U.S. \$600

e-mail charter@desolationsoundyachtcharters.com http://www.desolationsoundyachtcharters.com

#101-1819 Beaufort Ave., Comox, BC, Canada V9M 1R9 TOLL FREE 1-877-647-3815 FAX (250) 339-2217



Sail the Summer 2004 Olympics in Athens, Greece Don't wait until the last minute – book now!

Visit our website for yacht photos and details, destinations and itineraries: www.albatrosscharters.com

Sailboats • 30'-60' Bareboat/Crewed

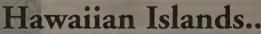
Luxury Sail & Motor 6-50 Guests

Albatross

since 1982

(800) 377-8877 (856) 778-5656

Box 250, Moorestown, NJ 08057



BAREBOAT & SKIPPERED CHARTERS
ASA INSTRUCTION ~ 40-50' BENETEAUS

Charter Information: 800-829-0114

Honolulu Sailing Company

Honolulu, Oahu, Hawaii Phone: (808) 239-3900 Fax: (808) 239-9718 www.honsail.com email: honsail@lava.net



-HAWAII -

LONG TERM DRY STORAGE

Clear Customs at our dock

GENTRY'S

KONA MARINA

HONOKOHAU HARBOR

156°1'30" W 19°40'20" N

888-458-7896

TOLL FREE

The friendliest boatyard in Hawaii



Miracle of Miracles, *Profligate* did make it to the Caribbean for the winter season. We'll be doing cabin charters for the Heineken Regatta & St. Barths the first week in March, and the Antigua Classic Regatta in mid-April. *Profligate* is also available for charter if you have a group of up to 10. For ongoing details, follow 'Lectronic Latitude on www.latitude38.com or email Richard at richard@latitude38.com.



- · Beautiful locations
- Immaculate bareboat & crewed yachts at affordable prices
- First class service
- ASA Sailing School Learn to sail at either location
- Bavaria Yacht Dealer Lagoon Catamarans Giving you the freedom to enjoy yacht ownership
- Visit our website for current specials



Horizon Yacht Charters

Toll Free 877494.8787 Tel: 284494.8787 • Fax 284494.8989 info@horizonyachtcharters.com

SAN JUAN ISLANDS SAILING SCHOOL

Fly to Bellingham, WA. Cruise the spectacular San Juan Islands!

6-Day Learn-N-Cruise

During your week in the islands, you'll complete American Sailing Association Levels 1-3, Basic Sailing thru Bareboat Charter Certification.

Tax Exempt Tuition Only \$995 Includes Food! (Airfare SFO/OAK to BLI approx. \$300) No experience like this for the price in SF Bay Area.

> 1 • 800 • 677 • 7245 www.sanjuansailing.com





CHARTER

35 Exceptional Yachts from 30-52 feet

21 Years of Sailing Excellence

We certify more Bareboat Skippers than any other school in the Northwest!

Offshore Cruising Seminar

If you've ever dreamed of casting off and sailing the seven seas, make this informative Offshore and Coastal Seminar the first leg of your journey.



Take advantage of this incredible opportunity to learn the practical and inspirational aspects of cruising from three of the most accomplished sailors in the country.

Topics include Choosing the Right Boat, Cruising as a Couple, Electrical Systems, Storm Avoidance and Survival Tactics, Galley Essentials, Safety and Medical Concerns, Sail Selection, Rig Maintenance and Anchoring. Seminar outline available on www.mabina.com

Iohn Neal has over 214,000 cruising miles in 30 years and has taught 112 seminars for 7,000 sailors. Since 1989 John has conducted 113 sailtraining expeditions throughout the world aboard bis Hallberg-Rassy 42 & 46 named Mabina Tiare.

Amanda Swan Neal has 172,000 ocean miles in 27 years, completed the Whitbread, instructs aboard Mahina Tiare and is author of The Essential Galley Companion.

Nigel Calder is widely recognized as the world's foremost expert on boat systems and is author of six books including the definitive Boatowners Mechanical & Electrical Manual.

Seattle, WA · March 13 & 14, 2004 San Francisco, CA - March 20 & 21, 2004 Annapolis, MD - March 27 & 28, 2004

18 Hours of Instruction, Expert Speakers and the 358 page Offshore Cruising Companion Book



for details and online registration, www.mahina.com or call 1.800.875.0852 or 1.206.283.0858, fax 1.206.285.1935

www.mabina.com

With reports this month from **Windrunner** on Kiribati; from **Gallivanter** on a great situation in the Virgin Islands; from **Wayne Meretsky** on an emergency haulout in Panama; from **Abracadabra** on getting busted for illegally having pearls in French Polynesia; from **Moonshadow** on American Samoa; from **Louise Norton** on a Panama Canal transit; and lots of **Cruise Notes**.

Windrunner — Pearson 385
Martin & Christie Dwyer
Kiribati
(San Francisco)

We left San Francisco in '98, and have since had many sailing adventures. We're currently in Kiribati on our way to the Marshall Islands. The following is Christie's report of sailing here from Vanuatu:

"We crossed the equator a couple days ago, which puts two notches in our belts. After crossing, I looked around, and it pretty much looked like the rest of the ocean. There were no big signposts or red ribbon to mark the line. I did remember being told that the water in the toilet bowl should now swirl the opposite direction. I put this theory to the test, but found that ours maintained an anti-clockwise direction in both hemispheres. I tell you, I just couldn't sleep at night wondering how this could be possible! I put the question out on one of our radio nets and was told that our toilet is "genetically predisposed" to the counterclockwise rotation. Thank goodness many other cruisers were able to confirm a clockwise rotation in the southern hemisphere, for I was beginning to wonder what the world was coming to. l do, however, continue to wonder what effect this might have on water in the human body.

I had a lot of time to contemplate such

Some of the locals in Kiribati are pretty tough. This coconut crab, about three times the size of a Dungeness crab, can crush coconuts.

important issues on our last passage. We left the Banks Islands in Vanuatu headed for Tarawa in the Kiribati, and I figured about eight days for the 1,000 miles. It ended up taking 12. The best phrase to describe the process is 'exquisite torture'. There was the exquisiteness of hundreds of dancing dolphins playing with us for hours on an ocean so blue and calm that we could see them coming up for air from the very deep. Big flocks of birds showed us where the fish were, and it was thrilling to see huge tuna jumping and feeding on the surface. And, it was such an exquisitely calm ocean that we could gently glide across the surface, with the night sky full of flaming stars.

The torture part had to do with the light winds fading to the point that the sails hung limp and annoyingly flapped back and forth. And with our never being able to hook one of the massive tuna that jumped all about us. And yes, the fact that Martin decided to go au naturel without bathing for days on end while the temperatures were in the 80-90s!

We are now in Tarawa, the capital of Kiribati. The 'ti' at the end of the name is pronounced like an 's' because they only have 17 letters in the alphabet, so 'Kiribas' is the correct pronunciation. Anyway, we got all checked in and the officialdom out of the way. The people seem lovely, which makes up for the island being anything but. Unfortunately, the first thing we noticed was all the garbage floating in the water, and the streets as much as paved

with aluminum beer and soda cans. It's the most amazing amount of trash that I have seen anywhere! But when you consider that the density of the people per square mile here is greater than Hong Kong, you realize there is nowhere for a trash depot! Efforts are being made to resolve the problem, but in the meantime we visitors tread lightly.

The other fact that gives us pause is that there are no toilets. Don't think 1 am

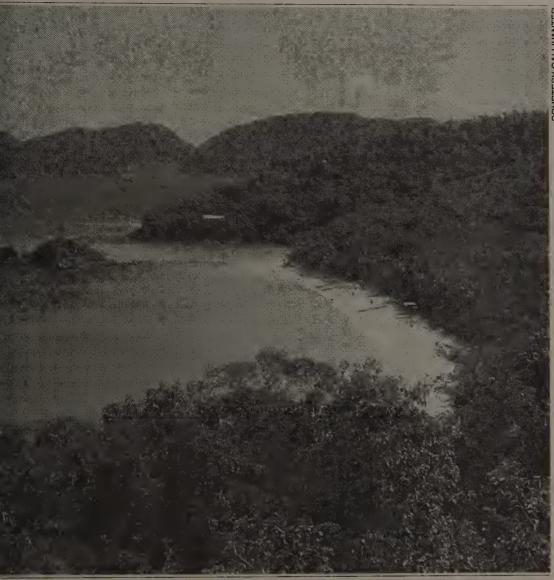


getting a fixation on this subject, but with a population of 40,000 people on the two main islands of Betio and Bairiki — which have a combined area of maybe 10 sq miles — you have to wonder where they 'go'! I was told that everyone just wades out into the water each morning for their constitutional. This is a visual we don't want to pursue, but needless to say, we won't be participating in any water activities in this area.

They do, however, have a great system for getting around — scores of vans/minibuses that constantly circle the southern islands, all of which are connected by causeways. Just wave one down, and away you go for 70 cents Australian — or about 52 cents U.S. The funny part is that the bus will keep stopping to pick up more people even when we don't think there is any more room. On the way home yesterday, we had 21 people on our bus! Everyone just piles up on laps, and it is quite entertaining — especially when you think of Martin trying to cram himself into some of the tiny spaces.

Tarawa was the site of many big and bloody battles during World War Il, and





Spread; Truck Bay, St. John. The U.S. Virgins have some of the best beaches in the Calibbean. Inset; Cath shades Stuart from the sun.

we've been able to see many of the old guns, tanks, and equipment. There are many war memorials, and November 20 was the 60th anniversary of the Allied invasion to take the island from the Japanese. It's a big deal for the locals, as the Japanese acquired a hideous human rights record during their occupation.

The outer islands are apparently quite pristine, and that is what we are looking forward to experiencing here in Kiribati. In the meantime, we will probably be here for a week or so getting ready for the next little day hop.

Besides being near the equator, we are also closest to the dateline. As such, I just want to give all of you out there some small consolation as you are sitting bleary-eyed over your morning coffee. We are the first ones up each day. In fact, we have already been up for hours putting in a full day before your eyes have even opened.

— christie 10/15/03

Gallivanter — Hylas 47 Kirk, Catherine & Stuart McGeorge Transit Of Venus

(Honolulu / St. Thomas, U.S. Virgins)

Since leaving Honolulu years ago, we've periodically updated *Latitude* readers about our travels. The latest is a little overdue, but we have an excuse. On Sep-

tember 17, Cath gave birth to our son Stuart here in the Virgin Islands. I'm completely new to fatherhood at age 47, but I guess I'm about as ready as one can be for such a monumental challenge. Let me tell you, the first month of our son's life was a real eye-opener, both figuratively and literally. In many ways it was as fatiguing as being on short-handed ocean crossing. The truth of the matter is that Cath and I

weren't really planning on adding a child to the crew, and we reckon Stuart is directly related to the fine champagne we enjoyed at the last New Year's Eve party. But now that he's signed on, we wouldn't have it any other way!

To back up a little, Cath and Aye crossed the Atlantic from the Canaries with the 'ARG' — Atlantic Rally for Greenhorns — in 2001 after the usual route up the Red Sea and across the Med. Our initial plan was to just stay in St. Thomas in the Virgin Islands long enough to get Cath's green card squared away. After that, we'd head up to the Chesapeake Bay area to settle down near my family for a year or two, then head out cruising again. But our gig in St. Thomas has turned out to be so good that we decided we'd be fools to leave.

For one thing, after seeing all the neglected boats around here, we decided to trade up to something larger — as in the 45-50 foot range. Ultimately, we fell in love with a rundown Hylas 47. So we put an ad for our beloved Polly Brooks in Latitude's Classy Classifieds to test the market. The results were immediate, and in short order we had a contract and a deposit. Based on this, we immediately placed a deposit on the Hylas, and started working hard at bringing her back to life. Then the buyer of Polly fell ill and decided to move to the mountains instead of sailing around the world as planned. At the very last minute he cancelled the deal.

We're actively trying to sell *Polly* again, exclusively through *Latitude*, I might add. Owning two boats is definitely not where

Shocked at becoming a father at 47 — watch the drinking at those New Year's parties — Kirk, holding his son Stuart, couldn't be happier.



we want to be, as it's like trying to satisfy two mistresses. For those of you looking for a great and proven boat to cruise the world, we have just the thing for you. Although Polly looks a lot like an Islander 37 pilothouse, she's a vastly improved custom version built by Bud Taplin of Westsail fame. We bought her from Carol Post in Honolulu 10 years and 25,000 miles ago. At the time she was named Beche de Mer - a sexy name for a sea cucumber - and pretty well known at the Ala Wai. I just couldn't see myself crossing oceans on a boat named after something which looks like a turd on the floor of the ocean, so she was renamed Polly Brooks.

We've found living, working, and sailing in the Virgin Islands to be very rewarding. After 22 months of sailing here from Guam — America's other territory - our kitty was tapped, and we were in need of stability and employment. We pretty much hit the dock running, and went straight to work. Cath started flogging grog at the marina pub, and brought home phenomenal tips. I scored a position driving a classic motor yacht for a super nice family who are part time residents, and who enjoy nothing more than cruising around the most pictuesque parts of the Vrgin Islands while savoring gourmet meals and fine wine. They love us and treat us like family. It's sweet! Cath eventually graduated from behind the bar to the marina office, and hopes to return to her air-conditioned desk after a few more months of maternity leave.

I have no idea how the Virgin Islands compare with 15 years ago, but can report that we're astounded at how quickly we settled into the best cruising and liveaboard scene we have ever found - anywhere! Sure, we have our share of the typical problems one finds in any harbor town

Kirk and Cathy ilve aboard near the Independent Boatvard on the eastern end of St. Thomas upper center of photo — and love It!

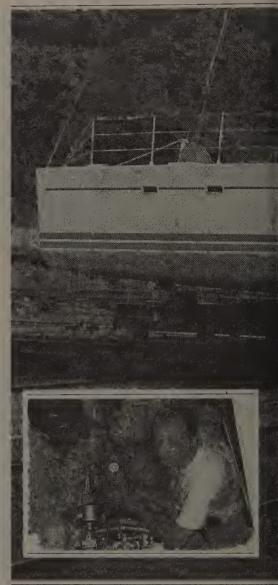
- petty crime, corrupt politicians, and unscrupulous taxi drivers. And we do seem to have what appears to be a thriving drug trade and, an overabundance of 'lagoonatics', and even some of the most desperate of desperados.

On the other hand, we have also found some of the best friends and sailing/liveaboard facilities we could ever hope for. Most of the people we know down here are here simply because they don't want to compete in the 'Upper 48'. As such, they are happy to overlook the short-comings for the benefits of clean and easy living in this very beautiful piece of paradise. The vast majority of the sailors we know started out from either the East or Gulf Coast, and stopped here after cruising the Bahamas, Cuba, Puerto Rico, and so forth. Many venture 'down island', sometimes as far as Venezuela, while others are content to sail the few miles over to Foxy's for the weekend. As for ourselves, we enjoy the fact that St. Martin is just over the horizon and that Puerto Rico is visible on a clear day. Even just a daysail brings you to a different culture and language.

For folks familiar with the U.S. Virgins, they're about to tear down Yacht Haven, aka Rat Haven, to build a new marina/ hotel/shopping facility in Charlotte Amalie. But you can still always go stem or side to along the downtown waterfront for free. Crown Bay is convenient for the airport, and it's also close to where the Dockwise Transport ship loads and offloads yachts. One can also anchor for free across at Water Island, which is close to the airport too.

We live aboard at La Vida Marine Center at Independent Boat Yard on the east end of St. Thomas. They have about 100 berths and a Travel-Lift for hauling out - and they don't charge marina residents for lay days! The marina is located deep within Jersey Bay, which is definitely the

> goon in the event of a hurricane. There are also about four other marinas within this lagoon, and you can anchor right across from our floating sushi barge! We also have the world's funkiest little pub right in the marina, which you can visit by dinghy. The bar itself was built from

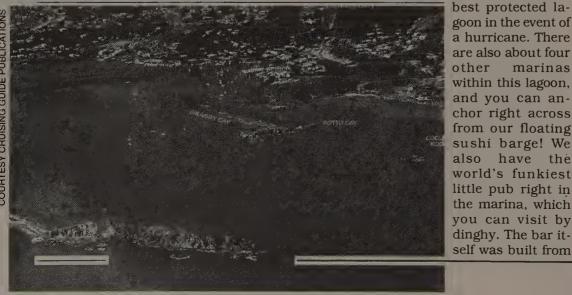


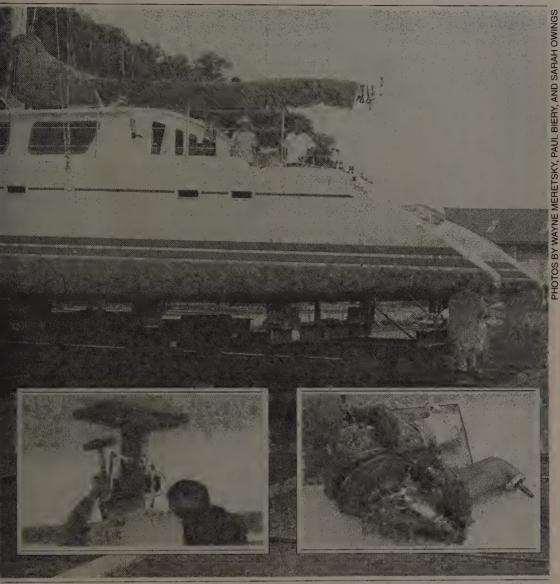
the hull of an old wooden sailboat. The deck now serves as the bar counter where we spill our drinks.

Over the hill is American Yacht Harbor and Sapphire Marina. You can also anchor for free right outside American Yacht Harbor. Most all of the anchorages located around St. John have moorings maintained by the U.S. Park Service, and are free of charge. Moorings throughout the British Virgins, which are as little as a quarter mile from the U.S. Virgins, usually cost \$20-\$25 per night. The charter business is thriving on St. Thomas, although most of the fleet is now based out of Tortola.

In the two seasons we've been here, we've been very fortunate in the hurricane department. But the Virgins have been hit hard in the past. About the only thing I can really complain about is that water is expensive. Rum, on the other hand, is cheap, cheap! In fact, it pretty much makes up for the high cost of wa-

With the arrival of Stuart, our new plan is to work hard, sell Polly, make our new boat seaworthy, and build the kitty until





Spread; 'Profligate' hauled at Astillero Nacional at Vacamonte, Panama. Insets, from left: Wayne, wondering how he ended up in an engine room in Panama; a jackstand put on the bridgedeck to take weight off the hulls; the old SD-31 and the new SD-40 drives looking as though they want to mate.

Stuart gains his sealegs. We'll head for Panama in four or five years, join the Slow League of the Pacific Puddle Jump back across to Australia, and then settle in again near Catherine's home in the Brisbane area. I've kept my Australian license current, and hopefully I'll find somebody there who wants to hire a grizzled old boat captain.

P.S. We love *Latitude*, it's the only 'honest' sailing publication out there!

— kirk, catherine & stuart 10/25/03

Profligate's Progress Wayne Meretsky Astillero Nacional Boatyard (Vacamonte, Panama)

When one saildrive failed on *Profligate* 50 miles short of the Panama Canal, we needed two things. First, a place to haul a 63-ft catamaran out of the water. This was no small request, as even in the States there are few yards that can handle boats with a 30-ft beam. Second, we needed to get two replacement saildrives

from the States to Panama.

Furthermore, we needed both these things done quickly — ideally in less than four days. For if the repair project turned into a week or weeks, the reinforced trades would likely have settled in before we could cross the Caribbean Sea. This would be bad, for it would almost surely mean that *Latitude's* 25th Anniversary Cruise to the Caribbean would have to be called off before it even started.

Sarah Owings, one of the six terrific crewmembers on *Profligate* since Cabo San Lucas — and a retired Canal pilot — came up with the first solution. She suggested that the Astillero Nacional Boatyard in Vacamonte, a Panamanian port of entry 10 miles west of Balboa, might be able to do the job.

I went out and inspected the facility the next morning, and from what I could gather, it's quite a self-contained operation. They build and maintain fishing boats, leasing them out to independent captains. They also land the fish right inside their breakwater, then clean, pack, freeze, and ship them. Basically, they turn steel plate into canned tuna on the spot. It's a rather tidy operation for Central America, with various shops from an ice factory to the shipyard to the onsite packers. There's also a restaurant and several stores selling marine-related goods. The shipyard itself has a well-stocked chandlery with everything from flax packing to — literally — the kitchen sink.

While the yard had the power to haul *Profligate* on their 240-ton Syncrolift, I had to make sure the beam wasn't going to be too great, and that the crew was competent. It was going to be very close, but it had to work because the other options were all terrible.

Alejandro Gerbaud de la Gerente, the yard manager, is a soft-spoken Panamanian graduate of Georgia Tech. He was very helpful and most concerned that everything went well for us. If anything, he was more conservative than I would have been. The only disagreement was that the Wanderer wanted all the cat's weight to be on the bottom of her bridgedeck, as that's the way she's always been hauled in the past. Alejandro wouldn't allow it, fearing she would slip off the tall supports. He insisted that the cat come out with her weight resting on the bottom of her hulls. "Don't worry," he said, "we'll put soft wood between the hulls and the car." After the cat was hauled out, the vard welded up some adjustable supports to take much of the weight off the hulls.

As for the saildrives, after scores of calls to a number of Yanmar experts — who initially had conflicting opinions as to whether the new SD-40s could replace the out-of-production SD-31s without major modifications to the engine bed — a very helpful Mike at Mavex in Miami

Until the last minute, it was uncertain if 'Profligate', which has a 30-ft beam, could be hauled without having to weld additions to the car.



determined that there were two of them available at a distribution center in St. Pete, Florida, and that only minor modifications would be required. This was on a Thursday afternoon. Fortunately, a friend of Doña de Mallorcas, and a veteran of many sails on Profligate, is a Tampa-based wine distributor. Juan insisted that he be allowed to take care of rushing the saildrives to Miami on Friday in time to get the paperwork done for the cargo flight to Panama that night at 6 p.m. Remarkably, the whole complicated plan right down to rushing the saildrives through Customs by freight forwarder Alberto Burgos of Aerocasillas Panama succeeded without a hitch. The saildrives were delivered to the Vacamonte yard on Saturday at noon — less than two days after being picked up in St. Pete.

By that time, we'd removed both engines from their beds, and both saildrives from the boat. Working hard all day on Saturday, including making some minor modifications to the engine beds, we got the saildrives to fit like a glove! By that evening, they were all but installed.

But there's always surprises, aren't there? Although the splines on the new saildrives were the same as the old ones, the threaded part of the end of the shaft was larger in diameter — so the spinners for the fixed props we'd been using for the delivery didn't fit. Fortunately, the new saildrives came with nuts that worked just fine, so we were temporarily in business. We later learned that Flex-o-Fold makes special nuts for the SD-40s to fit their feathering props, so we'll also be in business once we put the feathering props back on in the Eastern Caribbean.

And then there was another surprise. The supposedly identical Volvo threeblade fixed props weren't identical. Crewman Paul Biery, who sails the Catana 431 cat New Focus out of Emeryville, had to

The boatyard and 'Profligate' crews give the thumbs up sign after the saildrives were installed - not knowing that the leaking would soon start.

make spacers for one to eliminate the slop.

Given the fact that Vacamonte is located at 9°N, the weather was quite pleasant. The four days we were there - we couldn't launch on Sunday - were a mixture of sun and overcast with an occasional sprinkle. We did get a major downpour on Saturday evening that lasted for 90 minutes. During that time, several of the Profligate crew and I went around the boatyard, packing yards, and piers hoping to find a kilo of camarones with which to make dinner. "Since it's Saturday night, you'd have an easier time finding pot than shrimp," one entertaining captain told us.

All we needed on Sunday was to have the yard fiberglass up the bottom of the cavity that the saildrives sit in. Alejandro didn't hesitate to provide us with laborers on the weekend, days his employees usually have off. The father of four, he was careful to consult with them prior to making a commitment to us, however.

On Monday the cat was back in the water, with a Canal transit scheduled on Tuesday. On Monday night, we had one last surprise — seawater coming up through the old engine mounts! What the hell was that? After much thought, we decided that it could only be one thing that while in the process of removing the old sail drives, the yard workers had somehow punctured a previously sealed area between the saildrive cavity and the inside of the fiberglass engine bed. Once the inside of the engine bed filled with water, it started weeping through the holes, now covered with a shim, of the old engine mounts.

There was only one way to positively and permanently fix the leak — haul the boat again. But there were downsides to it. We weren't crazy about the way Vacamonte lifted the cat out on her own bottom; there would be a large fine for not keeping our Canal transit time; and any delay across the Caribbean could possiby make our lives very difficult. After con-

> sulting with the other boatowners on the boat. and the Wanderer, it was decided the leak would be all right until the next haulout.

> Before we left, I learned that Astillero Nacional has a lot more skills than I had initially realized. They can lift boats up to 115 feet and regularly pull sail and motor yachts, as well as fishing boats, tugs, Panamanian coast



guard vessels, and the like. They have workers skilled with steel, aluminum, and fiberglass, and they have factory-authorized mechanics for several brands of diesels. For further information, check them out at www.astilleronacional.com.

We transited the Canal the next day waving to the Wanderer who was watching on his computer as the webcam followed us through the Miraflores Lock with no problem. As I write this, we've made 800 of the 1,100 rough miles across the Caribbean Sea, and out-of-season Tropical Storm Odette has just kicked up to the west of us with winds to 55 knots. Had we been delayed a couple of more days to rehaul the boat, we could have really felt the effects of it. The engines and saildrives are working well, the very slow leak hasn't increased signficantly, and we've almost completed our 3,500-mile

Postscript: As it turned out, the leak got progressively worse once we got to Antigua. Unable to get the cat hauled there, the Wanderer hauled her in St. Martin a week later. An inspection revealed that the fiberglass guy at Vacamonte had put way too much catalyst into the resin, so rather than sealing everything, it came out like porous cot-





It's not unusual for cruisers visiting French Polynesia to think about entering the pearl trade — but there are severe restrictions.

tage cheese. It was an easy repair that shouldn't have been needed in the first place. But that's cruising.

- wayne 12/6/03

Abracadabra — Swan 47 Philip Strauss & Anne Anderson Having Our Boat Seized In Polynesia (Aspen, Colorado)

Our Swan 47 Abracadabra was seized by Customs in Papeete early last July, and we were accused of trafficking in black pearls. We thought it was ridiculous, as we have our two small children aboard — Anneleize, 2, and Jabez, 9 months. Anyone who cruises with small children knows that diapers are the only thing you move around in quantity.

Philip and I have been sailing for many years, first on other people's boats, and now on our own. We left the States a little more than a year ago as part of the 2002 Ha-Ha, and had the distinction of having the oldest crewmember, my 85-year-old father, and the youngest crewmember, Jabez, then just a month old. We also participated in the Puddle Jump across to the South Pacific, although unofficially,

as we didn't get around to registering.

While still in Mexico, we stocked up on trading goods such as backpacks, hairclips, school boxes with pens and pencils, and water toys, having heard through the grapevine that we could trade them for the black pearls that are farmed in the Tuamotus. We wanted to get as many pearls as we could, because we wanted to start a business.

Our first stop in the Tuamotus was at Kauehi, where we were happy to drop the hook after 12 hours of 35-knot winds. Trading for pearls was easy there, as the locals came out to "make trade". We were even given some pearls. When we left, we

had a bag of about 350 pearls of mixed size and quality. Nobody said anything about trading for pearls being illegal, nor had we read anything to that effect.

We stopped at other atolls, but it wasn't until Apataki that we did more trading. Our last stop there was the anchorage in front of Mr. Assam's pearl farm, about 10 miles

from the entrance to the lagoon. We sat down with some friends from another boat and the Assam family, when somebody asked, "Which is the boat with two children?" When we said it was ours, they dispatched someone to take some fresh coconut bread out to the children. Then Mr. Assam brought out a bag of pearls and placed them on a low table underneath the coconut trees.

We started picking out pearls from the pile, but when Mr. Assam's son said that they were \$40 U.S. each, we pushed the pearls back into the pile, stood up, and said our *merci beaucoups*. Since we'd had good success in trading rather than buying, we weren't interested in buying. Besides, the Assam's pearls seemed to be of modest quality for the asking price.

We were in Papeete a week before two Customs officers stopped by our boat and asked us to open our safe. Later, they searched our boat locker to locker. If they were looking for pearls, they needn't have looked so hard, as we had them in a Zip-Lok bag in the clothes closet. We weren't exactly hiding them. But when Daniel Dauphin, Controleur Principal, and Tinihau Quesnot, Controleur Des Douanes A La Brigade De Surveillance, found the pearls, they became very excited. They told us we had committed a very serious offense and that they were confiscating the pearls. We were to come with them to their office to be interrogated.

While in their office, Dauphin documented everything we said. We asked to see a copy of the law they said we had broken, which took them a long time to find. Even then, it wasn't anything specific to what we'd done. Dauphin completed taking our statement and asked Philip to sign it. Since it was in French and Philip doesn't understand French, he declined, asking for a translated copy.

When cruisers show up in the Tuamotus, the pearl farmers aren't shy about rolling out their piles of pearls. Make sure you get a receipt!



Dauphin responded by taking the title to our boat! He told us our boat was seized and that we were not to leave Papeete.

We were taken back to our boat and asked for \$5,000 U.S. in bond. It was a curious amount, as it's the same amount of U.S. dollars they had found in our safe during their search. And could they have the 460 *euros* they'd seen in our safe as well? So they not only took the title to our boat, but our cruising kitty as well.

The timing was ironic, because that day I had an appointment with a pearl wholesaler to discuss doing business together. Customs phoned the wholesaler to confirm that we had an appointment, but it didn't improve our situation.

The officers came back five days later and told us the pearls had been valued by the *Service De La Perliculture* export control, and that our fine was \$5,000 U.S. — again, the amount we had in U.S. dollars. But they did return our 460 euros.

Philip asked to meet with the head of Customs to discuss the charges and fine. Three days later we were seated in the office of Georges Labarde, Directeur Regional, Chef du Service des Douanes de Polynesie. A translator was also present. Labarde told us that commerce by foreigners in French Polynesia is illegal, and trading is considered commerce. Further, that our trading goods were imported items, and therefore subject to duties and taxes, which we had neither claimed nor paid. We were also in possession of some low quality pearls, which are illegal to export. He informed us that all pearls are taxed in French Polynesia, and we had not paid taxes. Lastly, he told us that all pearls must also be accompanied by a receipt and/or certificate of authenticity.

Although Labarde was a very kind man, he explained that there are very strict regulations concerning the export of black pearls from French Polynesia. He noted that all pearls are x-rayed by the Service de la Perliculture export control.

Philip and Anne Strauss, plus their young children, on the Oxnard-based Swan 47 'Abracadabra', are seen sailing in French Polynesia.

Any pearls with less than 0.8mm nacre surrounding the nucleus are destroyed, insuring a high standard of quality, keeping the price stable on the world market.

Of the 486 pearls of ours sent to the Service de la Perliculture export control, some 147 had been confiscated for being below export quality. The remaining pearls had been valued at approximately \$3,000 U.S. Labarde decided that \$3,000 should be our fine. In addition, he decided we were to pay taxes on the pearls at \$2/gram U.S. Thus the taxes would be an additional \$1,014 U.S. If we agreed to these terms, we could have our boat and the remaining pearls back.

We explained that while we understood that ignorance is no defense in a court of law, we hadn't seen or read anything about rules relative to black pearls. How, we asked, could there be such strict regulations when nobody — not even the locals — knew about them? All we really wanted was to have our boat title back and be finished with this pearl business. But if we didn't agree with their terms, it would mean having to get a lawyer and going to court — and that could really get expensive. So we agreed to their terms.

. With that, our meeting with Labarde was concluded. He took us back to Dauphin, our newest best friend. He brought out our pearls, took out all the "bad quality" ones — where they went we never knew — and made us sign for them. He then presented the original statement for Philip to sign. Philip asked why the director's name on the statement was not the same as Mr. Labarde. With that, Dauphin exploded.

"I am tired of your questions!" he said.
"There have been enough explanations to
you! You must understand this is not a
banana republic! I am a Customs officer
in French Polynesia! If you do not sign, I
can take your boat and your money. If
you try to leave, I will throw you in jail!"

Sensing our boat title about to slip away, Philip signed the statement. Dauphin handed us the boat title, and away

we went to the bank. He stood behind Philip while the money was exchanged, leaving Philip feeling like he had a loaded gun stuck in his back. We then went to the parking lot so he could 'officially' give us a receipt for the money. We were then free to go.

We later spoke with a pearl farmer at length. He told us when





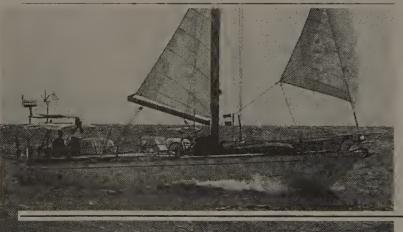


he takes his pearls for appraisal, less than 1% are confiscated for being of inferior quality. Out of his 2,000 pearls taken in, 16 were said to be bad. But of our 486 pearls, 17 were taken out, almost double the normal percentage.

We also wonder at the 'official' handling of the entire production — the taking and giving of our *euros*, the amount of the fine being so close to what we had in our safe, and what happened to the inferior pearls. When we later learned that anyone reporting illegal pearl activity gets 10% of any fine, we didn't wonder why Customs had come to our boat in the first place — it was obvious.

Fortunately, there are wonderful places in the South Pacific that remind us of how cruising should be. In Suwarrow in the Northern Cooks, Papa John and Baeka, the two wardens, made us feel so welcome. They really went out of their way to include us, and the other cruisers, in atoll living. We are now in American Samoa, and again, pleasantly surprised at how warm and friendly everyone, including the officials, have been. These people seem genuinely glad to have cruisers visiting their country.

For future reference, there is a website,







After seven seasons in Mexico aboard 'Profligate', we'll be cruising the Caribbean this winter. But Mexico won't be far from our minds, thanks to great memories such as in Zihua. Clockwise, from above: What says Mexico more than good friends and train dominoes? Z-town sunsets are world famous. Warm watersports are great, on boards and boats. Don't miss the Zihua Fest Regatta. Z-town nights are very warm, and the B-ball court is a nucleus of activity.

albeit in French, which does cite the laws governing pearls in French Polynesia: www.tahiti-blackpearls.com. And just as a rough guide, here are the laws we know of concerning all black pearls for export: they must be accompanied by a receipt, must be taxed, must be appraised by the service de la perliculture export control, and must have the accompanying paperwork. Further, more than 10 pearls per person — loose, not set in jewelry — are considered commercial use and must be x-rayed, then sealed, by both Customs, and the service de la perliculture export control, before being exported.

— anne 8/15/03

Moonshadow — N/A Steven & Jackie Gloor Two Different Samoas American Samoa

After a nice sail from Suwarrow in the Cook Islands, we made landfall in the beautiful harbor of Pago Pago in American Samoa. The initial impression of

beauty — impressive mountains rising up from the harbor to create a nice backdrop — was soon overpowered by sights, sounds, and smells inside the harbor. One side of the harbor has a bustling container ship dock, and across the way are the smelly tuna canneries and the fishing fleet. It doesn't help that the noisy power plant is located at the water's edge.

American Samoa is a group of six Polynesian islands 14° below the equator. It is known as the 'Heart of Polynesia', because if you drew a triangle between Hawaii, New Zealand, and Tahiti, Samoa would be in the center. Samoans arguably represent the largest population of Polynesians, and retain a strong native culture. American Samoa is the southernmost territory of the United States, having become an Unorganized Territory in 1900. Nearby Samoa, formerly known as Western Samoa, is an independent country with a nearly identical culture.

We'd received reports that the holding was poor in Pago Pago Harbor — and found that they were accurate. Some people claim the only way they could get

their anchor to set was to deploy two anchors in series — the purpose of the first one being to clear a path in the debris so the second one could set! Although our boat, like a lot of other boats, dragged the first time the wind came up, we managed to get away with a single anchor at the end of 250 feet of chain.

What bothered us the most during our stay in American Samoa was all the litter in the streets. Clearly nobody cares about the areas surrounding the harbor. Outside of the harbor area, especially towards Tula, it wasn't quite so bad. But the locals don't seem to take much pride in their surroundings. It might have something to do with the fact that the U.S. pours huge amounts of subsidies into this small island territory, and has created a welfare state.

With a population of just over 60,000, American Samoa has over 4,000 government employees. Despite the large number of employees, not much seems to get done. And when it comes to communications, not much works. There was only one working pay phone in the harbor area, and aside from the library, there were only three computers with Internet access—and one or two of them usually didn't work. As for the library, in the 10 days we were there the Internet system was only functional for 15 minutes!

Given the downsides of Pago Pago, you might wonder why anyone would want to stop in American Samoa. We had several reasons. First, because it's a U.S. Territory, the U.S. Postal Service delivers boat parts in two or three days at prices much lower than express shipping companies. Pago Pago is also a good stop for provisioning, as there were lots of goods we hadn't seen since the United States. Finally, diesel is comparatively inexpensive.

We also spent some time exploring the rest of Tutuila — the biggest of the six

Samoa is located about halfway between the equator and the Tropic of Capricorn, and Tahltl and Fiji. The heart of Polynesia.



islands that make up American Samoa - by bus, which made us realize there is more to the Territory than Pago Pago. For example, in 1993, a fairly large part of the island was set aside as a national park, making it America's newest. We also hiked through a dense rainforest to the summit of Mt. Matafao. On the way, we were treated to beautiful views of the entire island. Near the peak, we saw Samoan flying foxes, which are actually bats with a wingspan of up to three feet. Some of them were hanging upside down in trees, while others coasted in the thermals like hawks. Although we paid for it with sore muscles the next day, the hike was a highlight of our stay.

We did not stop at the Manua Islands, but were told they are a nice stopover for boats approaching from the east.

Here is some basic practical info:

Check-in: Call the Pago Pago Harbormaster and request permission to enter. You will be asked to tie up at the wharf—where the resident cruising boats are anchored— and wait for Customs, Health and Agriculture to come to you. Then go to the Port Captain's office on the top floor of the container building. The last stop is Immigration— assuming they've not come to your boat—located in the three-story building next to the library about a 15-minute walk from the Port Captain's office. The total of our fees came to \$115.

Fuel: There is a commercial fuel dock, but there have been reports of overcharging, so check the numbers before they start pumping. We, however, arranged for a fuel truck from BP to come to the container dock and filled up that way. Either way, the duty-free price is just \$1.10/gallon. You can also jerry jug from the gas station, but it was 79 cents/gallon more.

Provisioning: Cost-U-less and CS Market are past the airport and can be Samoa is not only considered by many to be the 'center' of Polynesia, but also the epicenter of the 'tatoo arts'. Ouch!



reached on the Tafuna bus. Both have a very good selection — except for fruits and vegetables. If you are going to continue on to Western Samoa, buy as little fruits and vegetables as possible until you get there.

Beer, Wine and Liquor: All three can be purchased much cheaper in Western Samoa where it is duty-free.

Restaurants: There are a number of lunch places near the harbor, but not much for dinner besides Evie's Cantina, a Mexican restaurant.

There are a number of resident cruisers who are more than happy to answer any other questions. Next month we'll report on Western Samoa.

— steven & jackie 11/15/03

Panama Canal Transit Louise Norton, Crew Pacific To Atlantic (Southhampton, England)

"That 27-foot thick wall of unreinforced concrete is 100 years old," said Alex Cabellero, the Canal Advisor with us aboard *Profligate* for our late November transit.

"Now he tells me!" I thought to myself, as the water bubbled up from the bottom of the concrete chamber, pushing the 63-ft catamamran to a thick wall on the other side of the Miraflores Lock chamber.

I'd been to the Miraflores Lock before, in fact just the day before, but then I was safely tucked behind a rail at the Visitor's Center. The center has bleachers so tourists can watch huge ships and small yachts rise up in the chamber from out of sight. But this time was different, as now I was *inside* the Miraflores Lock, surrounded by those ancient unreinforced walls.

How I, a 24-year-old Scottish girl, came to be aboard *Profligate* is a little bit of a story. I'd raced competitively out of Southhampton, England, and even did the 600-mile Fastnet Race. More recently, I had crewed aboard the custom 70-ft ferro ketch *Dreamspeaker II* from Vancouver to Panama. As it happened, *Profligate* tied up behind us at Flamenco Island Marina Fuel Dock. Keen to see the Canal from the water, I bullied the *Profligate* crew into letting me transit with them as a linehandler.

Our transit day started at 5:30 a.m., when we cast off from Flamenco Marina. We then drifted in a pastel sunrise for at least an hour in the Pacific, waiting for pilot Alex Cabellero to step aboard and guide us under the Bridge of the Americas, then through the Canal.

Profligate was very lucky to have had





Sarah Terry as one of the crew who made the passage from Cabo San Lucas to Panama in 12 hurried days, for Sarah really knows the Canal. She first arrived in Panama in the '70s after singlehanding her sailboat down from the States. After she arrived, she began to work for the Canal. Until she retired just two years ago, she had been a Canal Pilot, guiding the maximum sized ships through the Canal, and a Port Captain on the Canal. Given her extensive background, she was an excellent tour guide, complete with stories about life at this major crossroads of the world.

With the help of Sarah and Alex, we made it up through the Miraflores and nearby Pedro Miguel Locks, waving at the folks watching from the Visitor's Center. We also waved to the webcam, so the boat's owner and various parents back in the States could watch the transit on their computers.

After the Pedro Miguel Locks, we followed the ship traffic past the Continental Divide at the stepped cliffs of the Gaillard Cut. This is the highest point of the Isthmus, and it was here that thousands of lives were lost to landslides during the excavation of the seven-mile cut.







Panama Canal fun, clockwise from above: 'Profligate' as seen by the Canal webcam; Louise Norton handling a line; one of the locomotives needed to pull the big ships; looking down a lock on the Gatun side; the pilot Alex and de Mallorca; a Canal tug; a palapa structure on Lake Gatun.

By the way, we were travelling to the northwest, which seems odd when going from the Pacific to the Atlantic, but look at a map and you'll see why.

After the narrow Gaillard Cut, the waterway opened onto 20-mile long Lake Gatun. When this lake was created in 1913 by damming the Chagres River that flows into the Caribbean Sea, it was the largest artificial lake in the world. During this stretch, *Profligate* glided over partially and totally submerged hills and jungle, so we saw tree branches and low islands popping up here and there. Sarah told us that Canal employees were previously allowed to dive in the lake to hunt for old

bottles in drowned garbage heaps.

The operation of the Canal is totally dependent on rainfall. In April, at the end of the dry season, the water level of Lake Gatun is at its lowest. At that time of year many more tree stumps break the surface of the water. But since it was November and the water was deep, Alex took us through channels that only smaller boats can use, then through Monkey Gap between islands covered with rainforest.

When we arrived at the first of three Lake Gatun locks — each of which would lower us 30 feet on our way back down to sea level — there were a number of huge container ships and smaller but faster refrigerated fruit ships waiting to go through. Fortunately, we didn't have to wait long, as we were allowed to enter the chamber ahead of a huge car carrier.

The car carrier was a Panamax ship, which means she was designed to be absolutely as big as the Canal locks would allow. That meant there was only two feet between the sides of her hull and the concrete walls! To take maximum advantage of space, the upper part of her hull tapered outward over the sides of the chamber. As such, our view of the gates closing behind us was completely blocked.

Locomotives on rails along each side of the chambers keep such Panamax ships in position in the center of the lock. As the water went out of the lock to lower the cat and the car carrier, it almost looked as if the overhanging part of the Panamax ship's hull would crush the locomotives. Apparently, they'd figured this out in the design process, as there was no damage. In any event, it was intimi-

dating to have to descend three locks with the bow of a huge ship looming over our heads.

Downlocking was easy for us, as *Profligate* was side-tied to a tug, whose crew took care of all the lines. With nothing to do, Alex and Sarah had time to catch up with the tug's captain and crew.

When the gates of the last Gatun Lock opened, we were back at sea level, but this time in the Caribbean/Atlantic. There were palm trees along the shore and rumdrinking cruisers in the nearby Panama Canal YC. It felt great to be back in the Atlantic, for it's the waves of that same ocean that break on the beaches of my homeland of Scotland.

Alas, I didn't have long to muse over it, as I had to rush to catch a ride back to Flamenco Marina. I would soon be leaving for Peru, then back to England for more sailing. As for the crew of *Profligate*, they quickly took on a little more fuel before resuming their dash to the Eastern Caribbean, eager to beat the onset of the reinforced trades. I hope to see *Profligate* again during Antigua Sailing Week, where they hope to put together an unofficial race for cruising catamarans.

— louise 12/1/03

Cruise Notes:

"I've enclosed a couple of photos of my crew that I took while in the Marquesas," writes Mike Harker of the much travelled Manhattan Beach-based Hunter 466 Wanderlust. "The first is of 22-year-old Lena from Virginia, who is seen free diving. She earned a stupendium from her university to study in Ecuador for six months, and met the President of Ecuador on the plane down - he'd been in Washington, DC, looking for money - and was invited to stay with him in Quito! And then she stayed with an admiral friend stationed in the Galapagos. But she became disillusioned with the bureaucracy in the Galapagos, as she was unable to go anywhere without a paid guide. So she started sailing with us. She likes sailing,

Discouraged by the constraints of paid guides in the Galapagos, Lena bailed to go sailing and free-diving with Mike and Fabio on 'Wanderlust'.



is eager to learn more, and is a terrific help — so she sailed with us to French Polynesia.'

"My other crewmember is Fabio, 38, from Sao Paulo, Brazil," continues Harker. "I met him in Colon, Panama, when I was looking for crew to replace Carla Hildebrant, the red-headed beauty from Namibia. A licensed captain, Fabio will sail with me to Hawaii. In the photo, he's holding what's left of a tuna we caught on the north side of Nuku Hiva. Just as we were about to land it, a big shark took all but what you can see in one bite! We got four more tuna in 30 minutes, however, and later traded them at the marché in Taiohae for fruit and vegetables."

If you've already read this month's Sightings, you know that Wanderlust subsequently lost her rudder some 500 miles into her passage to Hawaii, and had to jury rig a rudder for the trip back to the Marquesas.

"There was a fire on our boat on August 28 at Puesta del Sol Marina in Nicaragua while we were back home," report Lee Morgenstern and Dee Anderson of the Seattle-based Liberty 458 Serafin. "For-



Fabio of 'Wanderlust' holds the tuna that got away - or more accurately was eaten away by a shark. Fortunately, they caught lots more.

tunately, the marina had just installed fire extingushers on the docks, and the owner's wife and some others were sitting out there and noticed the smoke. After some negotiations with Lloyds of Lon-

don, we have bought the boat back from our underwriter, and will have Dockwise Yacht Transport ship her from Golfito, Costa Rica, to Fort Lauderdale for repairs. The folks here at Marina Puesta del Sol have been incredibly kind to us, so we're so sad to leave. By the way, it was wonderful to see Doña de Mallorca and the rest of the Profligate crew roar in for a couple of hours to get fuel. But holy smokes, your delivery crew is fast!"

"Having been cruising Mexico since '98, we have finally made it to Central America," reports Howard Biolos of Nintai m.a. "We just spent two weeks at the nearly completed Puesta del Sol Resort & Marina in Nicaragua, and had a great time. When finished in a couple of months, it's going to be a one-of-kind first class resort and marina in Nicaragua, with hotel, pool, restaurant, slips, and moorings. There were eight slips when we were there, with 12 more under construction. By next summer they expect to have 32 slips with water and electricity, as well as moorings, which would make it a good place to leave a boat for the season. The



entrance to the estuary from the ocean is well marked with a large red/white striped buoy, and it's safe to get in and out. We'd been having problems with the wooden floor on our dinghy, so Roberto Membrano, the owner of the complex, as well as owner of the San Diego based Peterson 44 Puesta del Sol, got wood for us and had one of his carpenters fabricate a new floor. I'm embarassed to tell you how little it cost. Membrano and his staff have been teaching their employees English, as well as boat skills such as how to clean bottoms, do varnish and woodwork, and so forth."

"The big news," Biolos continues," is that the hotel and marina will be hosting the first annual Puesta del Sol Regatta the first ever in Nicaragua — during the second week of January. The regatta is being planned by Gene Menzie, whom you may recall started the Banderas Bay Regatta. Menzie, who has been instrumental in the building of the marina, will be in charge of all aspects of the regatta. No reservations are needed, but we suggest emailing Puesta Del Sol at marinaps@ibw.com.ni if you plan on attending."

We're pleased that it's Roberto Membreno, assisted by Gene Menzie, who are the ones putting in the first hotel and marina complex in Nicaragua, these guvs care at least as much about the local people as they do about profits. We've

Membrano a number of times, and he's giddy about the project in a large part because of the employment and educational opportunities it is and will afford the locals. As for Menzie, Banderas Bay folks know him as the guy who consistently won his class with his Tartan 33 not with a crew of hotshot sailors, but with

Many of the main structures are nearing completion at Puesta del Sol, which is sure to be one of the main crusier bases in Central America.

a crew of local kids who otherwise wouldn't have the opportunity to go sail-

"Last year we spent most of our time on our two yachts, Neeleen, our 45-ft sailing home in Fiji, and our Pace Arrow land yacht based out of California — but we

Your Boatyard in the Heart of Paradise



Large, fenced, secure dry storage area

Tahiti Customs policy has changed! Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



A Subsidiary of The Moorings Yacht Charter, Ltd.



Professional boatyard in the heart of Paradise

Raiatea Carenage will make sure

paradise is everything you expected. Call, write, or sail in . . . we're here to serve you.

- Marine railway 120 tons
- Storage in adjustable steel cradles
- Fenced Yard

PAINTING

- Topsides, hull, bottom, varnish
- · Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- · Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

· Sail repairs, biminis, dodgers, covers

- International, Pettit, Epiglass, Devoe
- Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française Tel: (689) 600-545 ~ Fax: (689) 600-546 ~ VHF 68 Web site: http://raiatea.com/sailing/carenage/ ~ email: raiateacarenage@mail.pf

also spent four months in our cottage at First Landing Resort in Fiji." So report Ralph and Kathleen Neeleen, who also have a home in Gardnerville, Nevada, "The gypsy lifestyle still suits us, so we will continue to enjoy it until we get bored or too old. By the way, last year we paid all the duty on Neeleen and imported her into Fiji. She's still a U.S. documented vessel, but now registered in Fiji — which means we now have the freedom to sail Fijian waters without any restrictions on our stay. Importing a boat into Fiji is not cheap, as they assess 27% of the valuation of the boat plus 10% VAT. However, Fijians aren't very knowledgeable about the value of yachts, so there is lots of room for bargaining. If a boat is being imported for use as a business - such as for charter or a resort - the duty is only 10% and the VAT is returned. Folks who like crusing Fiji but don't want to import their boat need to sail their boat out of country for 90 days every 18 months. But that's not bad, as it gives them the perfect excuse to cruise Tonga and Vanuatu."

"I'm preparing for a circumnavigation," writes Jennifer Trandell, "and I'm con-



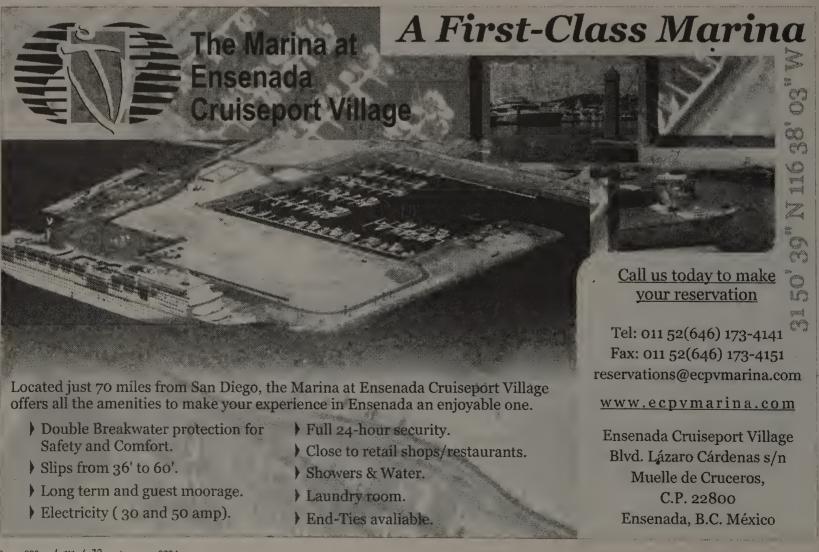
Robert Membreno, the force behind Puesta del Sol, and his wife. Robert came out of retirement to throw himself behind the big project.

cerned about **visa requirements**. I've found the general information for visas, but are there differences for visitors who arrive by boat? Where could I find more information about this?" Most countries require a visa for each person who visits

the country, and some of them also require a temporary import permit or cruising permit for the boat. Jimmy Cornell's **World Cruising Handbook** is the best source of information on this question, as he lists the answers country by country.

We don't want to be overly critical of our *amigos* to the south, but when it comes to making life difficult for visitors by boat, few countries do it better than Mexico. Jose Villalon, Commodore of the Mazatlan YC, reports that the Mexican government now wants visitors to pay approximately \$2/person/day to go ashore at the wonderful bird reserve at **Isla Isabella**. That wouldn't be so bad—if they didn't make it so incredibly difficult to pay the stupid fee. Villalon explains:

"Rather than pay the money to the staff on the island, the government wants you to do the following: 1) Go to a *papeleria* on the mainland and buy three copies of form SAT #5. 2) Fill in the blank spaces — using nothing but a typewriter! 3) Go to the bank and pay the fee. 4) Fax a copy



to the government offices in Tepic. 5) And finally, deliver the original copies to the biologist on the island when you land. If you can find a typewriter, this process should take about half a day. I wish I could say I was kidding, but I'm not. Fortunately, there's a grace period, so cruisers will still be allowed on the island without prepaying the fee — as long as they promise to do the correct paperwork at their earliest convenience.

Right. How many of the even best intentioned cruisers are going to spend half a day running all over town to fill out forms in order to pay a \$2 fee? The idea behind not paying the money directly to the staff on the island is to make sure they don't pocket it. But this poorly thought out system will do nothing but encourage cruisers to slip \$10 to the island staff to forget they were ever there. Ridiculous! Unfortunately, this is the same kind of market savvy that believes 50,000 Americans want to bring their boats to Mexico each winter, which will insure that the Escalera Nautica will be a success. Well, they don't, and it won't -

particularly not with such user unfriendly policies.

"We just sailed to Mexico's Isla Isabella aboard Renne Waxlax's San Pedrobased Swan 65 Casseopia," reports Gerg Retkowski. "It's just as fabulous as it was two years ago when I visited aboard my Morgan Out-Island 41 Scirocco. The mile-

long volcanic island is 20 miles off the mainland coast not far from San Blas, and is a bird reserve with no permanent residents. The beaches are strewn with shells. volcanic rock, and lumps of coral. The scraggly volcanic rock juts up from the sea, and the former cinder cones make for idyllic -- if somewhat exposed -- anchorages. There are so many frigates and



A boobie, not the smartest of birds, surveys the anchorage at Isla Isabella. Sometimes there are so many birds overhead it seems cloudy.

boobies who come to the island to mate, that there seems to be a constant black cloud overhead. Just as amazing is what's below the water, as there are fish boils, where young tuna thrash around chasing food. If you're headed south, don't miss it."

"Suzie and I have sailed our Wylie 39



Your Gateway to Central America

Barillas Marina Club is the premier cruising destination in Central America. We are located in Jiquilisco Bay, the largest bay in El Salvador. Some ameneties include:

- Texaco fuel station
- Onsite Immigrations and Customs (no more long walks or long waits; we guarantee 2-hour check ins and outs)
- Duty-free import of spare parts
- Clubhouse with cafeteria and satellite TV
- Palapas with high speed Internet access
- Free transportation to local town twice a week
- Pool and bar area
- Convenience store
- Exclusive tour operator with trips within El Salvador, Copan, Antigua, Guatemala, Lake Atitlan, etc., while you leave your vessel in a secure marina
- 24-hour security



Make Barillas Marina Club your headquarters in Central America and REDISCOVER the once-forgotten middle.

Visit us at www.barillasmarina.com • 011 (503) 632-1802 barillasmarina@yahoo.com • info@barillasmarina.com

Punk Dolphin to New Zealand," reports Jonathan 'Bird' Livingston of Pt. Richmond. "We'll be leaving her here until the tropical cyclone season is over. We've got lots of good stories and photos to share later on. While in New Zealand, we saw Roy Disney's new *Pyewacket* — she's got a canard rudder and canting keel, and is scary fast!"

"We"ve just rejoined our boat in San Carlos, Mexico, where we're continuing the process of renovations and upgrades to make the onetime commercial halibut longliner into a serious cruising boat," report Christopher Emery and Dawn Rehbock of the Alaska-based 38-ft Atkin's Ingrid cutter Alaskason. "After we bought the boat in Alaska, we shipped a Yanmar diesel to Alaska and installed it. Then we brought the boat down to Seattle and parked her on Lake Union for two years, where Christopher redid just about the entire boat, from the interior to the rigging. We were 200 miles off the coast of Oregon on 9/11, and had to continue all the way to Channel Islands Harbor — a 13-day journey — because all the ports had been closed. We spent another year



This is just a tiny fraction of the folks and dinghies who showed up for the floating cocktail party to open up the Second Annual Zihua Fest.

there. After finally entering Mexican waters in October of '02, we made minimal stops on our way to Zihuatanejo, where we became two of the main organizers for the Second Annual **Zihua SailFest**. That

incredible event was loads of fun — but more importantly raised over \$20,000 for the school for orphaned Indian children, helping them learn Spanish so they can get jobs. We enjoyed Zihua so much that we were one of the last boats to leave at the end of the season. We're anxious to get back on the water cruising and to make it back to Zihua for the Third Annual Zihua SailFest. Check it out at www.zihua-ixtapa.com/zihua/sailfest/—and if at all possible, join us!"

The dates of this year's Zihua SailFest are January 29-February 1. We at *Latitude* think it's great fun and know it's a great cause. We'll be in the Caribbean this winter, so we'll miss it for the first time, but we'll certainly be there in spirit!

Les Sutton, who cruises the Northern California-based Albin-Nimbus 42 **Gemini** with Diane Grant, recently stopped by our office to report that they — after some bad lightning damage in Costa Rica — had finally made it to Panama. On the way to Balboa, they stopped at Isla Seca, where they spotted Guy and Deborah Bunting's Vista-based





M&M 48 catamaran **Élan** on the hook. The Buntings weren't aboard, but during a subsequent VHF radio conversation, Guy reported he'd been doing construction and other work on the island.

"We've enjoyed wonderful sailing in Panama, and are looking forward to lots more," says Sutton. "And there are lots of great places to visit — the San Blas Islands, the Bocas de Toro, the Darien Jungle, the Perlas Islands, and much more. We plan to be here awhile. The only thing that might drive us away early are the 'arcs and sparks'. We read that every square mile of Costa Rica and Panama gets an average of 35 lightning strikes per year!"

A problem for Sutton and Grant was where to leave their boat in Panama while they flew home for the holidays. While some folks recommended Pedregal, which is located inland near David, the country's second largest city, others said there were problems with theft. Marina Flamenco, not far from Balboa, wasn't an option because it was full. Ultimately, the couple settled on the Balboa YC, where they pay

\$14/day to keep Gemini on a mooring. For folks not leaving their boats, Sutton recommends the Flamenco Anchorage, which is free — except for the \$5/day you need to pay to use the dinghy dock.

As mentioned before, cruisers aren't required to

clear into Panama until they get to Balboa. When Sutton and Grant did, they hired ship's agent Enrique Plummer, a former electrical engineer from New Jersey, to do the work for \$30. Some ship's agents charge much more for exactly the same service, so it's worth shopping around. There's also a low cost option—have an in-the-know cab driver walk you through the process for \$8/hour, cab fare



The Flamenco anchorage is pretty well protected and free — but you have to pay \$5/day for the right to land your dinghy.

included. Similarly, there are tremendous differences in what people charge to do the paperwork for getting a boat through the Canal. Some do it for as low as \$30, while others charge over \$500. Once again, it's worth comparing what you get for what you pay.

"My wife Allison Thompson and I are both sailors and radio producers," reports



Gateway
To The
Bay & Delta

A Friendly, Helpful Staff...Join Us! We love Making New Friends and Spoiling Them!

- * Competitive Rates!
- ★ Guest Dock
- ★ Fuel Dock and Pump Out Stations
- * Great Restrooms with Showers
- * Full Service Boat Yard and Chandlery
- ★ 2 Restaurants for Breakfast, Lunch, Cocktails and Dinner



707-648-4370

Fax 707-648-4660

website: www.ci.vallejo.ca.us



42 Harbor Way • Vallejo, CA 94590

Scott Fratcher of Whatever in Panama. "We have produced a one hour program on how to bring a sailboat up the Darien river system on the Pacific Coast of Panama. You can listen to this program for free by going to www.yachtwork.com and scrolling to the bottom of the page, where you should see a link to the program Panama's Darien Region, Area in Conflict. The program has four guests who tell their stories; one a small catamaran sailor who went into the area; another a French boat that was taken over by pirates and forced to sail for Colombia; another a sailor who dumped his boat and spent 18 months in a dugout canoe; and yet another group that hired guides and had a great experience. For anyone considering entering the exciting Darien, this is a valuable resource that was just completed in October of '03."

What a coincidence! Until we ran out of editorial space this month, we were going to run Bob, Tina, and Seth Mongrain's story about taking their Sunnyvale-based Lagoon 410 catamaran Far Niente up the rivers of the Darien. If you want different, you'll find it there! The



This photo has nothing to do with any of the text, but we liked the way it showed how resourceful a Frenchman could be creating a passerelle.

article will run in the February issue for sure. By the way, we just received a note from the Mongrains:

"We came through the Panama Canal a few weeks ago, went to the San Blas

Islands for a couple of weeks, and then came back here to the Panama Canal YC in Colon. Just before dark yesterday, Profligate came roaring into the fuel dock, refueled, and took off again. But not before we were able to say 'hi' and bag Doña's last copy of the most recent Latitude. We're sorry they couldn't stay a little longer, and hope the cat can spend more time in Panama when she returns in May. In any event, we hope the crew missed the strong winds and heavy rain we've had since they left. We plan on going to Bocas del Toro and staying there through Christmas."

"After 30+ years at our regular jobs, Evelyn and I will be heading to our Kirie-Feeling 446 Aquarelle at St. Lucia in the Caribbean," writes Terry Drew of Santa Cruz. "We plan to spend three months in the area before returning home in May to concentrate on Evelyn's art business. By the way, in mid-November I got a call from Pat Appley of the Santa Cruz-based Cal 43 Cricket down at Bahia del Sol Marina in El Salvador. He reported hearing Profligate on the radio as your crew hurried on their way to Panama. So the jungle drums



still pass along the news."

"We did the '99 Ha-Ha aboard our Jeanneau 40 Utopia," reports John Tindle, "and cruised Mexico until 2002. We then sold that boat and bought a Jeanneau Sun Odyssey 45 in Martinique, naming her Utopia also. From January to May, we - including my wife Cynthia and Mattie the famous boat dog - sailed in the Bahamas. I'm now in Ft. Lauderdale getting the boat ready for our trip down to the Caribbean via the Dominican Republic and Puerto Rico. We hope to be sailing with Neener³ and Mistral, a couple of other California boats. We'd hoped to join John Haste's Perry 52 cat Little Wing and Profligate in St. Barths for New Years, but we don't think we're going to make it. We'll try for Antigua Sailing Week this year and New Year's at St. Barths next year."

Unfortunately, it's not just government agencies in Mexico who sometimes make life unnecessarily difficult for cruisers, but also folks in the employ of private companies. While in Antigua last month, we spent a night with Richard Booker and Grace Spencer, veterans of the 2000 Ha-

the Ha. aboard Winnipeg, Canadabased Mystery Cove 38 catamaran Crocodile Rock. Booker told us that two years ago they were dismasted in the Gulf of Tehuantepec. but nonetheless managed to drag the intact extrusion back to the port of Salina Cruz. Once there, they ordered parts to fix the

mast. Everything went fine until the parts got to DHL in Mexico City, where the employees refused to release the stuff until they got a substantial bribe! Booker assures us the problem was not government customs workers, but DHL employees. The couple refused to pay, and ultimately left for Panama, leaving their old extrusion and replacement parts behind! While in Panama, they installed a replacement rig. In more recent news, Richard and



Richard and Grace say the DHL crew in Mexico City demanded such a big bribe that they had to leave their mast and replacement parts behind.

Grace cruised up the East Coast of the United States last year, but had a rough — no wind or too much wind — 17-day passage back to the Eastern Caribbean. They plan to spend the next year in the Eastern Caribbean.

In other **shenanigans** affecting cruisers and their gear, one cruiser told us that he recently had to fork over \$300 to Costa Rican customs officials to get his duty-



It's the easy way to measure and order your own sails and SAVE! Premium fabrics, quality construction, unbeatable value. Order online or ask for our FREE catalog today!

www.cruisingdirect.com

Call 1-888-424-7328 for free catalog Fax toll free: 1-888-237-2457 MANUFACTURED AND SERVICED BY NORTH SAILS



free gear out of the airport. If you've had similar problems anywhere, we'd like to hear about them.

Two other Ha-Ha vets still out cruising on a relatively small cat are Dave Howell and Judy Hayden of the Camano Island, Washington-based 42-ft **Freebird**. Doña de Mallorca crossed paths with them in Panama. The couple, who did the 2002 Ha-Ha, said they had a great time cruising Costa Rica and Panama, and will be heading across the Pacific in February. They expect to arrive in New Zealand by November.

"We left the Canary Islands yesterday on the start of the Atlantic Rally for Cruisers to St. Lucia in the Eastern Caribbean," wrote Mark Bernhard of the Northern California-based Catana 58 Aurora on November 23. "We had a great summer in Croatia on the boat after my brother David and Jenn's wedding, so we didn't leave Dubrovnik until the middle of October, leaving us only five weeks to make it to Las Palmas for the start of the ARC. After a hot and calm summer, the Med claimed its revenge on our way to the Canaries. Having sailed back and forth



Dave Howell and Judy Hayden of 'Freebird', the cat he spent seven years building, in Panama. They love Costa Rica and Panama.

across the Atlantic with this cat last year, we didn't feel the apprehension we felt before the start last year, and were able to enjoy the parties a lot more. We're still planning on Christmas and New Year's in

St. Barths, then slowly working our way up to Florida where we'll most likely sell the boat. It's now six days after the ARC start, and it's really starting to warm up. The water is over 80°, but the winds are still light. We haven't taken the kite down in five days except to land a fish. We've had an average of 10 to 14 knots of wind, but that's not enough to get moving at a good clip with our heavy tradewind kite. But there are good spirits aboard, as we caught four dorado yesterday and this morning got our first flying fish — a sure sign of the tropics."

Aurora eventually finished in 15 days, 21 hours, the fifth catamaran overall, and 34th out of 215 boats. We hope to have more details on their crossing next month.

"We crewed on the Kelly-Peterson 44 Angelita for the Ha-Ha and down to Puerto Vallarta," write Dave Cort and Carol Armitage of San Pedro, "and it seems,like just a few weeks ago that we watched *Profligate* leave Cabo for Panama and the Eastern Caribbean. We followed their 3,000+ mile journey closely on 'Lectronic, and are amazed at how quickly they got there. What a trip! We're writing to let you



know that we've been invited to sail on a friend's Los Angeles-based Swan 46 Le **Reve** in St. Barths for New Year's, so we'll wave when we see you — and hope we'll get a chance to say *bonjour* in person. We're looking forward to our first time in St. Barths."

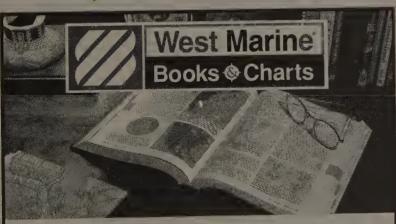
The *Profligate* crew did a hell of a job on a very long delivery trip, and we're extremely proud of them. As for St. Barths on New Year's, it's the Wanderer's favorite time and place of the year. "Me too!" shouts Doña de Mallorca. St. Barths is a small, safe, beautiful island, with great beaches, terrific sailing, and many of the world's most magnificent yachts. It's a madhouse on the days leading up to New Year's Eve, but then many of the people clear out and it becomes wonderfully tranquil again, so you get the best of both worlds. You're gonna love it!

Event organizer Steve Black has provided us with more detailed information on this year's **West Marine Caribbean 1500**. A total of 34 boats, ranging from 34 to 75 feet, from the U.S., Canada, Mexico, and Italy, participated in this year's 14th annual event from Hampton, Virginia, to Tortola in the British Virgins.

Overall honors went to Dr. Ian Gordon's Bethesda, Maryland-based Tayana 65 Bravado, which finished in 8 days and 1 hour. The use of engines is allowed, so we don't know the average sailing speed. This was the fifth year in a row that Gordon has done the 1500, but his first win. Professional weather routers urged the boats to favor an easterly course. Passing so close to Bermuda, 10 of them elected to stop for fuel. While the bulk of the fleet continued on in mostly light upwind conditions, those who stopped in Bermuda became trapped by two deep lows. Delayed by almost a week, this group became known as the Bermuda Stopover fleet, and enjoyed pleasant reaching conditions for the last 850 miles. The only big multihull in the fleet, Aldo Pigni's Wormwood 55 catamaran Avalon, suffered the biggest misfortune, as her wing mast tumbled down. But get this, it didn't break, and he was able to motor back to the States with it intact on deck! Other division winners were David Heaphy's Island Packet 485 Dancing in the Dark; Hector Reyes' and Francisco Tischener's Dehler 41 Andante from Mexico City; 78-year-old Phil Clappison's Jeanneau 40 La Bella Mae; Ron Lipscombe's 76-ft schooner Raindancer; and Robert Brown's Brewer 41 Island Mistress

We're delighted to report that it was another successful year for Subasta, the cruiser-sponsored auction in La Paz. Over \$9,000 was raised at the bazaar booths, and another individual chipped in \$5,000 for a total of \$14,000. In addition to paying for gifts for the poorer kids and those in an orphanage, the money went to a rehabilitation center for kids with physical disabilities or cerebral palsy, the boarding house for the general hospital, and the elementary school at San Evaristo. But the largest part is used for day-today supplies at the breakfast and lunch programs, transportation for junior high school kids from the same poor neighborhoods, and for certain medical care for kids — the latest example being a lens transplant for a six-year-old girl who is nearly blind. Terrific!

It's a new year everybody, make 2004 the best cruising year of your life!



Expert advice for all your nautical book and chart needs!

Extensive Selection of Nautical Books
Worldwide Charts and Cruising Guides
Customized Chart Orders & Passage Planning
Xerox Chart Copies, Navigation Instruments,
Nautical Gifts, Ship Models & Brassware

Order toll-free 1-866-WMCHART

(1-866-962-4278)

Monday-Saturday, 10_{AM} to 6_{PM} Sunday, 12_{AM} to 5_{PM}

301 Harbor Dr • Sausalito, CA • 415-332-1320



Superior equipment and years of experience guarantee results - Don't settle for less.

Purify Diesel Fuel & Flush Tanks.

Process scrubs; polishes; removes algae, dirt, rust and water from diesel fuel.

Includes internal tank washdown.

Save your injectors, costly engine repair and down time.

We are in compliance with State and Federal Specifications & pollution control.

- "All Pleasure Yachts & Commercial Craft."
- Your berth or boat yard.
- Fully Insured

(510) 521-6797

Fax: (510) 521-3309



*Owned and operated by Bob Sherman since 1989

OLW/CLASSIFIEDS

EASY AS...

- 1. Write your ad. Describe what you're selling. Indicate ad category. Don't forget an area code with phone #. No changes after submission. **TYPE it if possible.** We can't be responsible for errors due to illegible handwriting or unclear meaning — If we don't get it, buyers won't get it! We make final placement determination.
- 2. Count the words. A phone number with area code counts as one word. No need to abbreviate. We'll edit or abbreviate if necessary...but check your word count.
- 3. Mail us your ad. Please enclose your check and mail it or deliver it (cash okay) to our street address. No ads accepted without payment . No billing arrangements No ads accepted by phone or fax . No verification of receipt

Or...Post your ad online using a Visa, MasterCard or AmEx www.latitude38.com

TO RE-RUN AN AD, please include copy of ad with payment by appropriate

PERSONAL ADS

1-40 Words: \$35 41-80 Words: \$60 81-120 Words: \$85

Photo Ads Add: \$15

Personal Advertising Only No Business/promotional ads Except ... Non-Profit or Job/Biz Op Ads

BUSINESS ADS

\$65 for 40 Words Max All Promotional Advertising 1 Boat per Broker per issue

Camera ready art OK No photos/reversals No Extra Bold type Not to exceed 12 pt.

All artwork subject to editor approval.
All ads will be typeset by Latitude 38 to fit standard.

'TRYING TO LOCATE' ADS

Searching for People \$10 for 20 Words Max

Latitude 38 Mail (or bring) to:

Attn. Classified Dept.

15 Locust Ave, Mill Valley, CA 94941 For recorded directions, call (415) 383-8200, then press 4.

DEADLINES

ALL ADS MUST BE RECEIVED IN OUR OFFICE BY THE 18th AT 5 PM

OF THE MONTH PRIOR TO PUBLICATION

Due to our short lead time. dates above are very strict and include weekends or holidays.

We reserve the right to refuse poor-quality photos and illegible ads.

NEW CLASSY SECTION

TRYING TO LOCATE. This month we are starting another new section of the Classified Ads. We often receive letters and emails from people wanting to make contact with friends, family or some boat that's out cruising the world. We'll keep the ads small and affordable: \$10 for up to 20 words. Just say who you're looking for and how they can contact you. It's near the end of the Classies by the CREW section.

DINGHIES, LIFERAFTS AND ROWBOATS

DON PETERS 17. Cold-molded Whitehall dory. Sliding seat and 3 sets of oars. Surveyed in 2000 at \$30,000. Bristol condition. Best offer. Call (510) 266-0801.

10-FT ACHILLES INFLATABLE with 8 hp Johnson outboard on stand. Excellent condition. Wooden transom, removable wooden floor, removable wheels, can plane. Will deliver in Northern California. Will email or fax photo on request, \$1,200. (530) 622-1103.

1996 AVON 2.85 ROLLUP inflatable dinghy with 1996 6 hp Johnson outboard motor. Perfect for the Bay or points beyond. \$1,100 for both. (510) 828-7901.

2001 ACHILLES 4LSI. 8'8" dinghy and 2001 Honda four-stroke 5 hp engine included. Canvas cover, pump, oars and gas container. Both dinghy and engine are virtually new. Will sell separately. Dinghy \$900, engine \$1,100. (415) 453-7441.

LASER 2. Includes spinnaker, trapeze and harness, blue and white sails. Good condition. \$2,400. Sunnyvale. Please call (408) 736-4681.

TOO MANY BOATS. 8-ft lapstrake plywood dinghy, very pretty, \$1,150. 15-ft decked canoe, \$500. 15.5-ft flat-bottom sailing skiff, trailer, cover, spinnaker, \$1,750. 16-ft catboat, shallow draft, big gaff rig, trailer, cover, 2 hp motor, \$17,500. Pictures available. John (510) 366-1476.

24 FEET & UNDER

CATALINA 22, 1974. Excellent condition, on lead dipped trailer. Ready to sail. Easy singlehander. 2 main and 2 jib sails with plenty of extra rigging. Outboard motor, inflatable dinghy with oars, auto furler, anchor with rode and markings, windex, spinnaker pole and tarp that covers entire boat. Lots of extra gear. PFDs, engine and boat spares, kitchen supplies. Trailer is in perfect condition with spare tire. Stored in Alameda. \$3,200/obo. (510) 532-3222 or

WEST WIGHT POTTER 19, 2001. Very nice boat with trailer, 4-stroke outboard, stove, Porta-Potti, running lights, one 90% and one 140% jib with whisker pole. \$9,000. Call (209) 869-3254.

SANTANA 21 PROJECT BOAT, 80% complete, add your personal touches. 2 mains, 2 jibs, 1 genoa. 6 horse Evinrude outboard. E-Z loader trailer. New paint from water line up. Moving forces sale. \$1,500/obo. Call (707) 496-2674 (lv msq). VICTORY 21, 1960s ERA. 4 hp longshaft outboard, trailer, 2 jibs, 1 main, fixed keel. Solid daysailer with large cockpit, fiberglass. Lost slip, must sell. \$1,000. Call Ed (415) 518-7511



MOST BEAUTIFUL BOAT ON THE BAY. 21-ft Pisces, Maine built, Chuck Paine designed, cold-molded version of Herreshoff Fish. Built 1999. WEST SYS-TEM cedar hull with Awlgripped topsides and deck. Varnished mahogany transom, sheer strakes, coamings, cockpit seats and cabin doors. Varnished spruce spars. Sloop rig with self-tending jib. Two reefs on main, one on jib. Lazyjacks. Classic bronze hardware and white 3-strand rigging. Single Shaw & Tenney sweep oar. Full boat cover protects finishes. Excellent condition. Sails fast, dry and beautifully. A work of art for the discriminating yachtowner. Lying Sausalito. \$45,000. Call Jonathan (510) 628-4578 or email: jogle@matson.com.

CAL 20, 1963. \$1,700. Bottom job/faired keel 2002. New rudder/tiller 2002. Main. jib, spinnaker, 3.5 hp outboard, solar panel, Porta-Potti. Solid boat, ready to sail. Email: melissa@queserasailing.com or (510) 883-9115.

SPIRIT 24, 1977. Must sell by Jan. 11, \$1,200/obo. Family moving to Europe. Great sailing, newish Honda 4-stroke outboard, main, jib and genoa. View at <www.storycenter.org/sailboat> Email: jello@well.com or call Joe (510) 548-2065.

CAL 20. Very well maintained. One season on new Pineapple sails. All new electrical, 2002. Many Seal racing upgrades. \$1,800/obo. Please call (510) 523-2656 or email: ltp@uclink.berkeley.edu.

J/24, 1983, THE BIG PUMPKIN. Always dry sailed. Includes dual-axle trailer. Vessel has light damage. Complete with all parts. \$4,500/obo. Nick (619) 223-6253.

CHEAP BOATS. C&C 24, 1979. Great Bay boat, newer outboard, VHF, clean and complete. \$3,500/obo, now \$3,000. Also. J/24, 1979. Sails well, cutboard needs TLC. \$1,750/obo. Possible SF Marina Green slip. Rick (415) 205-5267.

J/24, #550. Good condition, 3 mains, 3 genoas, 2 jibs, 2 spinnakers, race rigged. 4 hp Johnson, tandem-axle trailer, hoist harness rig. Located in Alameda. \$5,000. Call (510) 655-6564.

25 TO 28 FEET.

MARIEHOLM FOLKBOAT 25, 1973, Bottom paint and oversized standing rigging 2003. Wood interior. Professionally painted maroon hull and white deck 2002. 7.5 hp outboard, Autohelm, solar battery, battened sails. Many extras. Excellent condition. \$14,000. Call (805) 482-1665 or email: eric.hilgendorf@noaa.gov.

$W_{17 \cdot 30 \cdot 39 \cdot 48 \cdot 65}^{YLIECAT}$

WWW.WYLIECAT.COM

Contact Tom Wylie • (925) 376-7338



MARINE SURVEYS - YACHT DELIVERIES Captain Alan Hugenot • 25 years experience Power & Sail • Hull • Rigging • Engine • Electric
••• All major credit cards accepted ••• www.captainhugenot.com • (415) 531-6172

NOR-CAL COMPASS ADJUSTING

Magneuto™ System Exclusively Boat Remains in Berth • Eliminates Deviation
Authorized Compass Repair • All Major Brands Hal McCormack Phone/Fax: (415) 892-7177

NEW for 2003! • HIGH DEFINITION PRINTS 256 INCREDIBLE SHADES! • CHART SAVINGS UP TO 80% Worldwide • Sample Chart \$5 • Affordable E-Chart back-ups Bellingham Chart Printers Division, TIDES END LTD., PO Box 1728L, Friday Harbor, WA 98250 800-643-3900 • Fax 360-468-3939 • Web: www.tidesend.com

COLUMBIA 26. 9.9 electric start longshaft. Sails in good condition. Radio, depthsounder, sleeps 3. Permanent endtie at Berkeley Marina. \$4,500. Call (650) 224-1462.

MARE'S IN FOAL, SO THE BOAT should go. 1980 Orion 27 by Pacific Seacraft. Safe, tough and comfy. Monterey mooring and Montgomery sailing dingy. \$35,000/firm. Call (831) 595-7735.

CREALOCK DESIGNED CLASSIC Columbia C28, 1968. Sleeps 6, Atomic 4 engine, new rigging, new carpet, extra sails, newly oiled wood trims, varnished interior, much more. Very clean and ready to sail. Coyote Point Marina, Slip 2014. \$7,500/obo. Call (916) 286-6767.

SANTA CRUZ 27, HULL #56. Located Long Beach, CA. Yellow Jacket has been raced and continually upgraded by the members of Shoreline Yacht Club for the past six years. Inventory/pics at Website: www.fdross.cnc.net/YjforSale.html \$10,000/obo. Call (714) 523-8252.

YANKEE 26. Sparkman & Stephens sloop. Beautiful boat. Yanmar diesel. ST main winches, solid vang, lines led aft to stoppers. Speed/depth, compass. Navik vane. VHF, stereo. Main, 150, 130, 100, storm jib, spinnaker. Sausalito berth. \$18,000. Email: glh4040@yahoo.com or call (415) 860-0951.

MacGREGOR 26, 1995. Great condition, water ballast, swing keel, underdeck flotation, ladder, poptop with bimini. 2 anchors, chain, rode. Like new 8 hp Nissan with charging system. VHF, trailer, surge brakes, spare. Located Concord. \$6,500/firm. Pictures? Call (925) 691-6046 or email: GibsonGirl_1@msn.com.



WYLIE 1/2 TON HAWKFARM 28, 1975. Very clean, lovingly maintained and upgraded. New standing/running rigging. Volvo 18 hp saildrive with 3-blade folding prop, less than 200 hours. VHF, standard Horizon depth, wind, speed. New Harken roller furling, mast mounted tri-color and VHF antenna. Navico tiller pilot with remote, good sail inventory with new Pineapple main, .75 oz. spinnaker, sleeved mast. New bottom, new deck/interior paint, custom-built trailer. Must see, must sell. Asking \$18,500. Lying at Richmond YC. Please call Jeff (916) 601-3882 or email: jwarner@ghcp.com.

SIERRA 26. All carbon fiber construction. Total displacement 1,100 lbs. \$25,000 with trailer and sails. Call (775) 345-1131.

NORDIC FOLKBOAT, 1952. Cruising style, extra plank at shear line, mahogony on oak, hull, deck and rigging in good shape. Needs keel bolts, paint and brightwork. Lots of good intentions but no time. \$2,500. Call (415) 823-8799.

ALBIN VEGA 27, 1977. #3207. Good condition. Radio, depth, galley, fresh and saltwater sink, Porta-Potti. Bottom done, modified full keel. Sails well. \$5,500/firm. Possible trade for Montgomery with trailer. Bryan (707) 765-0762.

CAPE DORY 25, 1978. Full keel cruiser in good condition. 135% jib with Harken roller furling. Sink, table, anchor, compass, icebox, safety equipment, fenders. Sleeps four. 4 hp Mercury. Registered trailer. Sailcover, boat cover. \$7,500. Call (415) 388-7743 or email: Diescharfis@aol.com.

OLSON 25. In excellent condition. This boat has won lots of races. 2 sets of sails, one racing and one cruising plus more. 2 spinnaker poles, tapered halyards, Teflon bottom, lots of upgrades, trailer. \$12,900. Call (415) 453-7245.



YANKEE 26, 1975. S&S designed. Great condition. Wheel steering, roller furling. New lines and autopilot. Singlehanded arrangement. Inboard gas engine. Fin keel, skeg rudder. Newly refinished wood, Cetol. Many extras. Located Moss Landing. \$11,000/obo. Call (831) 236-2231 or email: haney_mark@msn.com.

MacGREGOR 27, 1991 with trailer. \$7,400/obo. Great condition, all sails including spinnaker. Stove, swim ladder, portable toilet, cushions, cockpit. Loaded, sleeps seven, water ballast. Please call and make offer. (415) 377-9639 (cell).

ERICSON 27, 1974. Atomic 4. Wheel/tiller steering, Autohelm. Good Bay boat. Good condition, but needs TLC. Boat in Alameda. \$3,500/obo. Call (530) 265-0570.

CUSTOM 28 SINGLEHANDER, 1984. Extra strong construction, autopilot, GPS. Galley, extra high lifelines, running backstays, full batten mainsail, cutter rig, heater, spinnaker. Jeff (510) 517-0062.

MERIT 25, Based in Benicia. Racing cut sails, including Mylar 155 and 110 headsails. Dacron 6-ounce full upper two batten main. Two new spinnakers: .6 ounce Dacron, and .6 polyester, awesome sail. Boat is hull number 8 and very strong. Black cabin trim and bottom on white hull. 7.5 longshaft O/B. \$5,900. Chris (707) 747-0970.

MacGREGOR 26X, 1997. Yamaha 50 hp 4-stroke, roller furling jib, cruising spinnaker, VHF radio, compass, GPS, fishfinder/ depth, 30 amp AC, extra battery. Large wheel, trailer with spare tire, more. \$16,900. Call (408)732-8163 or email: jeffrey.r.olmstead@juno.com for detailed equipment list.

CATALINA 27, 1975. \$5,000. Roomy. Stove, life vests, 2 sets of sails. Autohelm, radio, fishfinder. 10 hp Yamaha outboard. Showers, cable TV. Berthed Oakland. Call Dan (415) 751-1370 or page me at (415) 809-3586.



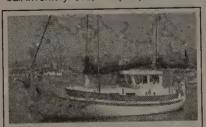
LAPWORTH CAL 252 Mk II, 1978. 25-ft, new sails and covers, 4 headsails. 4 hours on engine. Autopilot, 2 anchors, VHF, stereo/CD. Sleeps 4, new head and plumbing. Great condition, with slip in Marina del Rey. \$7,000/obo. Call (702) 496-9145 or email: lvwidgeonflyer@aol.com.

MacGREGOR 26X, 1996. 50 hp 2-stroke Tohatsu. Furling genoa, extra jib. Dual gas tanks, VHF, compass. Cockpit cushions, bimini, wheel and sail covers, boomvang, trailer/spare, solar powered vent and lots more. \$17,000. Call (925) 462-0753 or email: rhburton@comcast.net.

NEWPORT 28, 1974. Newly rebuilt Atomic 4. New deck hardware. New halyards and vang. Spinnaker gear. Sleeps 5. Great boat for SF Bay. \$5,500. Berthed in Emeryville. Call (315) 268-0237.

29 TO 31 FEET

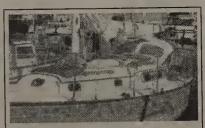
CAL 3-30, 1975. Builder Jensenmar. New dodger. Interior in great condition. Large sail inventory. \$13,000. (415) 435-2619.



FISHER 30 MOTORSAILER. Complete refinish / refit. See Website for details: http://www.fisherlionheart.net/> \$59,950. Call (408) 398-4057.

RANGER 29, 1972. Sound boat with good survey. Atomic 4, needs work. Located in Moss Landing. \$3,900. (530) 872-5242 or email: rockhop@pacbell.net.

CATALINA 30. Older model in good condition. Few hours on rebuilt Atomic 4, \$12,000/obo. Selling as is. (925) 846-9136 or email: rlocke@softcom.net.



TRIPP 30. Beautiful, well built boat designed by Bill Tripp, built in Holland. Extensively upgraded. Custom mahogany interior. Yanmar 2GM20F diesel with 400 hours. Full cover, dodger. Avon Redcrest and forced air Wallas heater. Awlgrip hull. Rigging controls set up in cockpit for singlehanding and ease of control. Located in Sausalito, CA. Asking \$27,500. Call Wayne (310) 551-2800 ext 204.

30-FT RACING SLOOP, 1972. Designed by Peter Norlin of Sweden. Built by Solna Marine of Sweden. 6,600-lbs gross weight. Extra HD hull construction. Sails and rigging good condition. 8 hp Tohatsu, solar panel, new stove, 12v DC refrigerator, microwave. \$12,000/obo. Call Ron (510) 427-8696.

ISLANDER BAHAMA 30, 1980. Excellent condition. Wheel steering, Harken furling, VHF, autopilot, CD player. Volvo diesel engine, new dodger, 2 headsails, etc. Many extras. Call (650) 298-9043 or email: thomasodenwald@yahoo.com for more info.

RANGER 29. Beatiful, graceful, swift, forgiving. \$12,000. For photos and details email: patrick_blayz@sbcglobal.net or call (408) 744-0498.

CATALINA 30, 1980. 3 jibs, extra main, wheel steering. 2003 bottom paint, dodger, knotmeter, depthfinder, hot water, refrigerator, cockpit cushions. Atomic 4, new exhaust, VHF, updated interior, self-tailing winches. Benicia berth. \$20,000. Call (707) 426-5279 or (707) 447-2464.

MOORE 30. One of five built. Email: john@jbeinc.com or call (775) 345-1131.

OLSON 30. Fun racer/daysailer with trailer and outboard. First overall in Coastal Cup. Quantum sails. Racing rigging. 2 booms: Carbon and aluminum. Nice hull. Ballenger double spreader rig. New Harken winches. Asking \$16,500. Email: dalescoggin@earthlink.net or call (415) 254-0113.

CATALINA 30, 1988. \$29,950. Excellent condition, original owner, all receipts. Dodger, roller furling, boom brake system. Complete electronics including Autohelm 4000 and plotter. One year sublet available in Santa Cruz, Lower Harbor. Call (831) 462-0680.

MARINE SURVEYOR

Jack Mackinnon, 510-276-4351 800-501-8527

APPRAISER

(member, SAMS) Fax: 510-276-9237 e-mail: Surveyjack@aol.com

In Harbor Electric

Installation, Service of Boating Equipment Batteries, Charging Systems, Custom Design

(925) 684-2965 • (925) 788-1552 (cell) email: gskeefe@att.net Dealer for SUN-MAR Composting Toilets

WOODRUM MARINE

Specializing in custom interior cabinetry, tables, cabinets, countertops, cabinsoles. For power or sail.

CARPENTRY
Mobile cabinet shop
Call Lon Woodrum at:
415-332-5970

OWN A NEW SANTANA 22!

Here's your chance to own a brand new, proven, excellent Bay boat. Compete in one of the biggest racing fleets on San Francisco Bay. New Pineapple sails. See it at *Berkeley Marine Center*.

\$25,000 • (510) 843-8195

Use the Autopilot Favored by Singlehanded Racers

Because for More than 30 Years ALPHA PILOTS Have Delivered the Highest Performance, Reliability and Low Power Consumption **These Competitors Demand!**

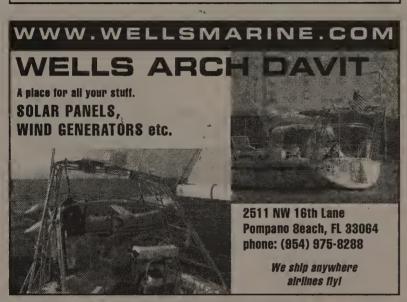


A World Class Product Built in the USA

Alpha Systems, Inc.

6809 96th Avenue SE, Mercer Island, WA 98040 (800) 257-4225 (206) 275-1200

sales@alphamarinesystems.com www.alphamarinesystems.com





BAY MARINE DIESEL

510-435-8870

email: bmd@idockusa.com

WEDLOCK & STONE



Marine Surveyors



SAMS Associate

50 years combined experience in the marine field

NAMS Associate **ABYC Certified**

www.wedlockandstone.com

(415) 505-3494

PEARSON TRITON 28.5, 1962. West Coast model. Yanmar 20GMF, 1999. New shaft, propeller, New standing/running rigging 2000. Rebedded chainplates. Rebuilt rudder. New mast support. Propane stove/ oven. Enclosed head with holding. Dinghy. \$14,000. Call (619) 807-7833 or email: boxcar951@vahoo.com.



RUSTLER 31, 1968. 8-ton cutter, hull #26. English built classic plastic, 9'6" beam. New Westerbeke 16 diesel, 110/12 volt wiring, standing rigging, radar, Monitor windvane, cushions. A very serious ocean cruiser with far too much equipment to list. \$26,000. Lying Vallejo. (775) 849-3441.

CATALINA 30, 1985. Standard rlg, diesel, wheel steering, dodger, CNG stove, H/C pressure water. 110 and 150 headsàils, 2 mains, flasher. 1 year since bottom job, brightwork redone. VHF, depth, speed. \$27,500. (510) 830-6215.



HUNTER 31, 1987. Recent survey, bottom job, varnish, new interior cushions. Professionally maintained. Three jibs, Harken primaries. All lines led aft, including two reef sets. Low hour Yanmar diesel. Roomy cabin. Moving, must sell. \$24,999/obo. Call (510) 521-0967.

CAL 29, 1974. Excellent condition with brand new Universal diesel. Great interior layout with gimbaled CNG stove/oven. 4 sails, VHF, DS, CD stereo, autopilot. New batteries, thru-hulls, strut bearing, plumbing, etc. Well maintained and ready to go. \$11,000/obo. Rob (707) 280-7247.

1929 BIRD, GREY GOOSE, #10. Proven race winner, ready to go. Recent survey, good condition, new 8 hp outboard, two mains, jib, spinnaker. Must sell. \$7,000. Email: greygoose10@hotmail.com or call (912) 224-7111.

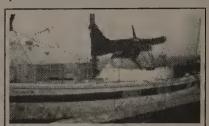
32 TO 35 FEET

ISLANDER 33, 1965. Atomic 4 engine runs good. Very good sails, VHF, stereo, lots of room. Great liveaboard. \$9,500. (925) 382-0826.

HUNTER 34, 1985. Ultimate family cruiser: fast in light air, roomy, easy to singlehand, clean, many extras. Autopilot, Yanmar diesel, new dodger, 3 sails, heater, VHF, GPS, sleeps 7, hot/cold pressure water, stereo. \$32,900. Website: <www.hunter34.com> (425) 246-6499 or email: doug@hunter34.com.

BABA 35, 1984, Better than new, Fresh water since 1987 and stored inside. Everything replaced, new Yanmar in 2003. Email: dlglueck@earthlink.net for details and photos. Best offer.

35-FT STEEL CUTTER. In San Carlos, Mexico. Offshore proven, ready, excellent condition. Full inventory, furling jib, full batten main, Dutchman reefing system, self-steering, autopilot, radar, GPS. \$90,000/obo. For more info please email: iekamanzi@hotmail.com.



CORONADO 35. Center cockpit, very roomy, great liveaboard cruiser. Perkins diesel, 9.6' inflatable, 5 hp Johnson. Mexico vet. Sacramento Delta. \$20,000. Call (530) 320-2123.

PEARSON 34, 1985. Solid, fast, easy to sail. Clean, constantly upgraded, sail away condition. Dodger 2001. Roller furling jib and genoa. New main 2000, autopilot. Fridge, propane stove, heater, Yanmar, two anchors. SF Bay. \$47,900.See: , listing 13414. (408) 887-8044 or (925) 283-4160.

CATALINA 320, 2001. One owner. Low hours on Yanmar 27 hp diesel. Furling 110 jib, electric windlass. Raytheon wind, depth, speed, autopilot. Dodger, bimini, aft stateroom, full galley, stereo, fin keel, wheel. \$97,000. Call (707) 746-8690.



NANTUCKET ISLAND 33 CC SLOOP. Lying in Turkey. Completely equipped cruiser, new Yanmar 3gm under warranty. One owner, lovingly maintained, updated. Great aft cabin, galley, 6 gph watermaker, roller genny, fully battened main, mack pack, davits. Avon RIB, Mariner 10 hp, solar panels. Full dodger/bimini, autopilot. \$56,000. Call Karl Livengood (252) 974-5486 or email: Jklivengood@cox.net.



MARINE SURVEYS & CONSULTING

J.T. Van Sickle Co. . Jan Van Sickle Member: SAMS - AMS & ABYC

jtvs@post.harvard.edu • www.vintageyachts.ws (707) 939-9131 • No travel charge within Bay Area

MARINER 32 AUXILIARY CRUISING KETCH. 1973

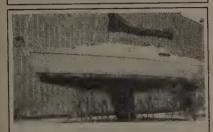
Fiberglass hull built in Japan to high quality standards. Large inventory of sails, Perkins diesel, radar, GPS, VHF, DF, stereo. Wood stove, full cover. *Asking* \$38,900. Brookehaven Yacht Sales, Olympia, WA.

(360) 866-8263 • brookehaven@msn.com

ISLANDER 32, 1971. No blisters. Recent haulout and bottom paint. 20 hp Volvo diesel, GPS, chartplotter, new compass, 2 VHF radios. Rigged for singlehanding. 36" wheel. Sails like new. Reefing furler. Reduced for quick sale. \$17,000/obo. Ron (510) 427-8696



SCHOCK 34PC, COWABUNGA. Soild core performance cruiser with standing headroom, new diesel engine with under 200 hours. Cruises fine with extra water tanks, CNG stove and very large sleeping quarters. For Delta cruisers, an outside shower with open transom cockpit. Great race performance with first in class Delta Ditch, Vallejo, Jazz Cup and Corinthian and Berkeley Midwinters. Cowabunga is complete with updated sails and new bottom. Located Alameda, CA, Marina Village, H-24. \$38,000. Call (209) 955-0660 or email: firesail@comcast.net.



CELESTIAL 32, 1999. Fast strong racer cruiser in excellent condition. Teak interior with aft cabin. Yanmar diesel, folding prop. Roller furling with new jib. Full instruments, radar, GPS, autopilot, AM/FM/CD. Propane stove. New bottom paint and batteries 6/03. \$45,000. Call Bob (415) 383-9557.

32-FT BENETEAU 321, 2000. Spacious: 11'3" beam, 6'4" headroom, huge aft cabin. Comfortable: Clean, 2 hot/cold showers, sunshade with full cockpit side mesh shade, bug screen, privacy. Classy: European design, Bose speakers (cockpit and cabin), custom upholstery, beautiful wood interior. Easy to sail: Roller furling jib and main, autopilot, easy handling. Extras: Dodger, dinghy, windlass, 420A house battery, 75A alternator, dual battery monitor, refrigeration, tridata/wind instrument, macerator, bilge alarm. Lightly used, 150 engine hours. \$84,000. Please call Jim (415) 302-8656 or email: onaroll@sprynet.com.

ISLANDER 34, 1972. \$19,000. Owner motivated to sell. 150 furling headsail. Palmer P-60, top end rebuilt in 99, much more. Great boat for SF bay. See info and pics at: <www.islander.20megsfree.com> or call (925) 914-0956.

5.5m COLUMBIA SABRE, #134. Project boat. All hardware stripped, all hardware included. Hull sanded, fractional rig, good main and jib, lapper, two spins, spin pole. 7.5 longshaft Evinrude. On tandem-axle trailer. The perfect travel sailer. \$5,800. Joe (209) 339-8436.

CATALINA 34, 1995. Like new, Schaefer roller furling, Autohelm, GPS, radio phone, stereo, spinnaker and pole, lifesling, microwave, dodger, bimini, Dutchman sail flaking system. Recently hauled and appraised at \$85,000. Asking \$79,500. Email: 1derful@comcast.net or call (925) 256-6936.

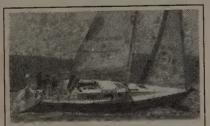
36 TO 39 FEET

CATALINA 380 TALL RIG, 2000. Almost new, 118 engine hours. Raytheon Path-finder integrated GPS/radar, ST60 wind, speed depth. Ardic forced air heat. Heart interface inverter/charger. Zodiac 6-person canister coastal liferaft. Many more custom extras. Ready for your cruising dreams. Call for detailed list. Seattle. \$162,000. (206) 780-3475.

PEARSON 365 KETCH. Great cruising boat. See Proper Yachts. Two jibs, fairly new sail covers. Perkins diesel in good running condition. VHF, depthsounder, knotmeter, autopilot. Will accept smaller boat partial trade. \$45,000. (510) 351-3802.

ALAJUELA 38 CUTTER. The finest, most functional Alajuela in the world. Listed Best Boats. Professionally custom built, offshore cruising yacht located in Seattle. Beautiful interior. Impeccable workmanship. Priced below market value for this virtually new yacht. \$162,000. See Website: <www.dicksyacht.com> (808) 781-5573 (cell).

MUST SELL, MAKE OFFER. 38-ft Rhodes design sloop. Very clean, basic, Bay/coastal cruiser. 36 hp Volvo Penta with rebuilt transmission, injector pump/injectors. New H2O heater, holding tank, prop, cutlass, stuffbox. 4 sails, anchor, VHF, SSB, propane stove/oven. Last surveyed \$32,000. Call (650) 799-9222.



HUNTER LEGEND 37, 1988. Comfortable, fast, exceptionally well maintained. North sails. Full batten main. Upgraded rigging. Yanmar 30 hp, low hours. Large owner's stateroom with centerline queen bed. Perfect liveaboard or coastal cruiser. Market value \$67,900. Make offer. Call (415) 269-4901.

CHEOY LEE PEDRICK 36, 1986. Located San Carlos, Sonora. 32 hp Atomic diesel. Great galley. Propane 3-burner stove with oven. 5 deck hatches. Solar panel. 10-ft Avon tender with 7.5 hp Honda. \$59,500. Call (780) 467-0714 or email: aloehr@telusplanet.net.

CATALINA 36, 1987. Lightly used freshwater boat in see-to-believe condition. AC, refer, heater, hot water, autopilot, CD changer/mood lighting. New furler/FB main/jib/bottom/rigid vang in 2002. Dodger/full canvas. 25 hp diesel meticulously maintained. \$83,000/obo. Call (510) 917-7217.

THE COLLEEN O'NEILL, a well-founded Pearson 365 ketch, bluewater vet. Has too many upgrades to list including newish self-furling, transmission, plumbing, ref, sails, halyards, Garmin GPS, compass, etc. \$52,500. Call Pam (831) 689-9487.

ISLANDER 36, 1974. Great boat, completely equipped. Two 150%s, two spinnakers, drifter, storm jib and working jib. New diesel installed in 1990. Dual batteries, hot water system, lead keel, clean interior. \$33,000. Call (415) 775-2242.

CAL 39, 1979. Corinthian deep keel. Perkins 104. New: Furler, traveler, vang, blocks, batteries. 2-year-old mast rebuild, rigging, sails. Dodger, bimini, windlass, Inverter, folding prop, stereo, TV/VCR. Immaculate condition. \$85,000/obo. Call Klaus (415) 922-5883 or Maurice (415) 740-6451.



ingrid 38 gaff rigged ketch. Classic cruiser with bluewater experience. Excellent condition. Many cruising extras. Heavy laid glass with all the touches of character. She'll take you anywhere you want to go. Don't pass this one up. Located Richmond. (530) 477-9188 or email: muircait@earthlink.net.

CATALINA 380, 1999. Excellent condition. Very well equipped for safe and comfortable cruising. For equipment list and pictures see: <www.geocities.com/dboat321> Located in San Diego. Asking \$152,000. Call (623) 322-4948 or (623) 670-0704 to arrange viewing.

SWALLOWING THE ANCHOR. 36-ft Grand Banks twin diesel FBG hull, \$50,000. Pacific Seacraft Mariah 36, \$30,000. Lancer 36, \$20,000. Pearson 30, \$4,000. Fiberform 26 twin I/Os, \$4,000. All need work, all great deals. Call (510) 409-9735 or Boatbrain@aol.com.

LAPWORTH 36, VANITIE. Mahogany over oak. A modern hulled woodie. Newer Yanmar. New transom, mast step, mast R&R. 2003 bottom and topsides. Seaworthy and sailing. Work keeps me from cosmetics. Includes thrifty Corte Madera slip. \$6,000/obo. Tony (415) 663-1280.

MUMM 36, 1994. Cookson hull, B&G 690 with 4 x 20/20s. VHF, GPS, large sail inventory, 2 carbon poles, cradle. New faired bottom 6/03, cockpit and boom covers, excellent condition. \$59,000/neg. (805) 630 0280 or email: sailnz@hotmail.com.



C&C 36, 1980. Pacific Cup vet, ready to go again. A well-built comfortable and fast cruiser/racer. Rod rigging, 16 sails, 2 spinnaker poles, ST6000 autopilot with gyro, ST-60 wind. Yanmar 3GM30F, 1997. 40 gal water, 40 gal fuel, SSB, and much more. See <www.diacomm.com/shenanigans> \$62,900. Please call Mike (408) 979-0346.

CATALINA 36, 1988. Water heater, refrigeration, cabin heat, inverter, canvas to enclose cockpit. Lovely to sail and light on her feet, yet comfortable as a liveaboard. \$59,000. Call (510) 795-6800.

40 TO 50 FEET

ENDEAVOR 43, 1979. Center cockpit ketch. Honolulu. All roller furling, Perkins 4-154, new Simrad autopilot, 406 EPIRB with internal GPS, 6 person Avon liferaft, 9 foot Avon inflatable with 3 hp outboard. Mizzen-mounted wind generator, three 100w solar panels, 430 amp/hour AGM batteries, Balmar high output alternator. Hot/cold water pressure system, 2 heads/showers, A/C, Norcold fridge, custom dodger and bimini, full awning, 6'6" headroom throughout. 2002 haulout. \$119,000. Website: http://www.hawaiicity.com/boat/



FORCE 50, 1984. Extensive inventory, go anywhere boat. Enclosed cockpit, new Awlgrip and refit in NZ. Great liveaboard, lying Vashon Island, WA, Puget Sound. \$189,000. (206) 919-0506 or email: wolczko@yahoo.com.

ALUMINUM KETTENBURG 43 • \$34,500

Classic K-43 sloop, 1964. Originally built for Kenny Watts.
Dodger, diesel, FB main, furling, windvane.
In Berkeley. Lease/purchase program.
(949) 645-9412

Dolphin Marine Services

Dennis Daly (510) 849-1766 "Mobile Marine Service"



Diving • Electrical / Installations & Repairs
Hull Maintenance • Rigging • Surveys •
Systems Installations • Fine Woodworking



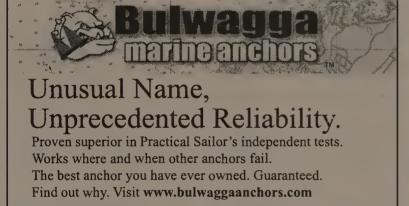
HORIZON STEEL YACHTS

Custom Steel Boat Builders • 36 to 70 Feet www.horizonsteelyachts.com (604) 826-0025

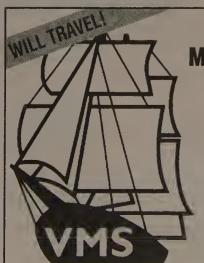
CATALINA 36 Mk II, 2000 • Seaward Yacht Sales • Portland, OR Fore and aft staterooms, U-shaped galley. Furling mast, asymmetrical spinnaker. ATN Snuffer sock, ATN Tacker "B". Garhauer boomvang upgrade, Bosun's chair. Ray ST60 wind package, chart plotter, radar, local C-maps. \$135,000.

(800) 747-1634 • info@SeawardYachtSales.com





Bulwagga Marine Anchors
NoTECO Division, Mele Companies, Inc.
1712 Erle St. / Utica, NY 13502
888-674-4465 / 315-733-4600 / E-Mail noteco@msn.com



VOYAGER MARINE SERVICES

Specializing in Marine

Headliners

Repair and Replacement

707•590•0478 707•751•0513 vm/fax

voyager@wwdb.org

45-FT STEEL KETCH, 1995. Veteran cruiser, custom built, US documented. Diesel motor, generator, autopilot, SSB, radar, GPS, plotter, more. Great boat, forced to sell. \$78,000. Equipment list and photos available. Call (360) 330-0637 or email: svtopless@aol.com for appointment.



JEANNEAU SUN ODYSSEY 40, 1999. Pac Cup equipped racer cruiser. Ready to world cruise. Three cabin model with full electronics including Raymarine chart plotter with second cockpit display. Windspeed and directional instruments, depthfinder, 24 mile radar and Autohelm, SSB, AM/FM/CD stereo with 4 speakers works cabin/cockpit, VHF with remote, 4 AGM batteries, EPIRB. Eight winches, upgraded standing and running rigging, racing roller furler, two spinnaker poles and upgraded spinnaker track. Electric windlass with 2 anchors and 2 rodes, emergency rudder/tiller. Sails include 2 mains, 3 jibs and 3 spinnakers. Proven offshore boat. More equipment and details provided upon request. \$169,000. Call (209) 223-2183 or fax (209) 267-1538.

HALVORSEN 41. Sistership to Freya 39. Sea-kindly world cruiser. Fiberglass hull. Yanmar 44 hp, Aries self-steering. Harken furling jib. Good boat for chartering. Comfortable liveaboard. \$63,000. Call (510) 847-7909.

40-50 FT ALUMINIUM CUTTER OR sloop wanted. Offshore crusing boat. Prefer experienced boats but will consider unfinished. Instant cash if price is right. Principals preferred. Call (250) 391-1933 or email: warmcoast@canada.com.

WESTSAIL 42, HULL #47. I have owned this boat from new and this is one tough decision. \$75,000/obo. Please call (805) 650-7441 for details.



WAUQUIEZ AMPHITRITE 43, 1982. For sale by owner. Elegant liveaboard. French-built center cockpit with flush deck. This is an exceptional offshore cruising ketch. San Diego. No brokers please. Well below market. \$129,000. Call Jack (619) 920-3310 or email: TobinFun@aol.com for photos/details.

TARTAN 41, 1972. Beautiful racer/cruiser. Many upgrades. Excellent liveaboard. Westerbeke, low hours. Good sails, spinnaker, furling, ST winches, nice interior, spacious, new upholstery, new dodger, Force 10 oven and heater, much more. SF Bay. See <www.sonic.net/~abraxas/>\$69,500. Call (707) 696-3763 or email: allen_brinkman@agilent.com.

HUNTER LEGEND 43; 1991. US documented. Excellent condition. perfect for liveaboard, 3 rooms, 2 heads with shower, H/C water pressure. Yanmar diesel engine, original 875 hours. Full bimini with dodger, freezer/refrigerator, microwave, etc. \$105,000. Call (408) 926-4361 or email: enrydv@aol.com.



LANCER 45 MOTORSAILER, 1982. Pilothouse/main salon. Lines led into the electric winch. Twin 236 Perkins engines. Hauled, bottom paint, surveyed Dec. 2002. Survey value \$75,000. Make offer, will consider trade for motorhome. Call (530) 263-1828 or (530) 272-8113.

WESTSAIL 43. Original owner. Extensively cruised. Continuously maintained and upgraded. Extensive inventory, two autopilots, windvane, watermaker, refrigeration, generator, radar, fax, new sails. Perkins 4-236 with low hours. MaxProp, large chart inventory, much more. \$145,900. Call (907) 223-8775 or (907) 337-1239.



MORGAN 44 CENTER COCKPIT, 1989. Huge master aft with bath/shower. Guest cabin with head/shower. Yanmar diesel. Watermaker, Autohelm 7000, SSB, GPS, radar. Retractable lazyjacks, furling, custom davits. Recent bottom paint. Very clean. \$136,500. Call (415) 383-4909.

CAL 40, PEGASUS. In absolute bristol condition. NHYC Best in Class last 2 years in a row. A must see. Like new rehab with deck and house LP paint, CNG stove, Forespar rig. 2 sets of sails, cruise and race. Recent vamish, interior, electrical, hydraulic backstay, 4-year new engine, fuel tank, etc. Located Newport Harbor. Full race ready for TransPac 2005. \$59,000. A real head turner. Email: rbents@mindspring.com or (949) 463-6327.

Boat Smith

Custom Marine Woodwork 1120 Revere Ave. San Francisco

(415) 822-2554

Or

Customizing • Restoration • Repair
Fine Woodwork for both Power & Sail
Free Consultation
Competitive Rates

Competitive Rates
Online portfolio: www.theboatsmith.com

OFFSHORE PASSAGEMAKING INSTRUCTION IN THE SOUTH PACIFIC

John and Amanda Neal are dedicated to providing you with comprehensive, documented instruction aboard their Hallberg-Rassy 46, drawing from their combined 368,000 miles and 55 years of experience.

www.mahina.com

(360) 378-6131

40-FT HALLBERG-RASSY 39, 2002. Category A ocean cruiser with Lloyd Certificate. Brand new condition. Comprehensively equipped for offshore cruising, over \$90,000 of extra options. See details at: <www.zip.com.au/~marek/boat>\$325,000 USD (\$100,000 below replacement cost). Serious buyers please call (425) 761-7830.



NEWPORT 41 KETCH, 1979. Refit includes new: Main, ports, head, fuel system, electrical system. Good liveaboard: Stove/oven, microwave, reefer, hot/cold elect. shower, BBQ, stereo/CD, TV/VCR. Napa. \$49,000. Call (510) 967-5678 or email: gideon5326@yahoo.com.

ISLAND PACKET 40, 1994. Excellent condition. Fully cruise equipped. Complete B&G electronic network, ICOM SSB, stereo. 2 A/Cs, wind generator, Raytheon radar and solar panels on arch. Spectra watermaker, liferaft, much more. Website: www.imperialdub.com/elixir \$215,000. Please call (209) 727-5165 or email: jbaker1530@yahoo.com.



CHEOY LEE CLIPPER KETCH 42, 1976. Extensive refit and remodel. 2 cabin layout. F/G throughout with teak trim and deck, epoxy bottom. Weatherfax, EPiRB, Autohelm, sailing dinghy. Loaded for cruising. Great condition. Must be seen. \$78,000. Please call (415) 994-1654.

NAUTICAT 44 PILOTHOUSE, 1980. Schooner rigged, well equipped and maintained. SF, Hawaii, Seattle vet. Very dry and comfortable, extensive equipment list and spares. Major upgrades and replacement in 1998. Equipment list, specs, pictures available upon request. \$135,000. Email: svcyrano@aol.com or call (415) 453-8712.

41-FT RHODES BOUNTY II, 1960. Fiberglass sloop, beautiful classic lines. Just painted. Low time Universal M4-30. Fully battened main, roller furling, spinnaker good condition. Spacious teak interior, updated wiring. Reduced to \$37,999. Port Townsend, WA. For specs and photos please call (360) 385-2662 or email: djwebster99@yahoo.com.

TAYANA 42CC CUTTER, 1985. Many upgrades over the last 4 years: New standing rigging, head sails, and hard dodger, etc. Rated Ocean Unlimited. Great condition. \$165,000. For full specs and current survey report call (510) 530-0460 or email: Rob.Moore@schwab.com.

CT 41 FIBERGLASS KETCH. Well cared for, traditional William Garden design. Spacious, light and airy interior. Separate stall shower. 6'6" headroom. Great liveaboard. New masts. New electrical system. Recent haulout. No brokers. \$69,500. Call (415) 435-0468 or (415) 806-4715 (wknds).

CALKINS 40, 1963. Double-ended wooden sloop. Racer/cruiser. Mexico veteran. Hull in good condition. Rebuilt Volvo Penta diesel, 1999. Recent upgrades include exterior and hull. Make offer. Call (415) 332-2060 or (707) 824-6887 or email: groneman@sbcglobal.net.



PETERSON 43 IOR, JETSTREAM. Cruiser or racer. Winner of Big Boat Series and SORC. Now with a cruising interior. New engine, cushions, radio, radar, windlass, fridge, roller furling, 10 sails, aft cabin. Enjoy life. \$60,000. (562) 260-3707.

DeFEVER 48. Twin 6-71s, recent haulout. Needs some interior/exterior work. Includes all tools and materials. Will help some, must sell, no time myself. Great liveaboard. New refer, more. Asking \$15,000. Please call (415) 382-1405 or email: pagarb@aol.com.

BENETEAU 40.7, 2001. BBS 2nd and 3rd in class. UK Tape Drive racing sails, North cruising sails. Bottom by KKMI. B&G instruments. All running rigging updated by Scott Easom. Very clean, no "accidents". Please call (415) 269-1272 or email: Battant@first407sf.com.



GARDEN SEAWOLF 48 KETCH. Mahogany on oak. With transferable lease of 53-ft Marina Bay Richmond slip, approximately \$350/mo. Spacious and beautiful liveaboard. \$29,500/firm. Details at www.svsovereignnation.com or call (510) 932-1397.

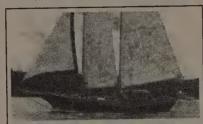
51 FEET & OVER

BEAUTIFUL SWIMMER. 51-ft ketch, 1981. Black fiberglass, burgundy bootstripe/sailcovers, classic white port line. Set to singlehand, but mate's dream: shower/sitzbath, diesel fireplace, gimbaled propane stove/oven, refrigerator, large freezer, deep double sink, varnished teak. \$139,500. Call (650) 326-1430.



SAMSON 54 FERRO CEMENT SLOOP.
New, never been on water. Built new in Half Moon Bay. On gigantic trailer. New 85 hp diesel engine, 200 gals fuel, 150 gals water. Hydraulic steering, windlass. \$25,000 or \$30,000. See at Website: http://www.yachtsinmotion.net/Ray's-yard/Ray's-yard.htm For more information call (650) 224-1462.

TAYANA 55 CUTTER. Total refit, engine, Awlgripped exterior, mast, sails, electronics, RIB/outboard, liferaft, batteries, steering, running rigging. New interior, teak and holly, mock suede, Corian counters, micro, stove, fridge, lighting. Big \$ spent, turnkey, go anywhere. SD slip. \$299,000/obo. (760) 201-6685 or (760) 724-9666.



GRIZZLY BEAR IS FOR SALE. Cruise Pacific NW Spirit Bear Country & beyond in total comfort aboard well known 50+' William Garden motor schooner. A 20 year proven year-round cruising liveaboard. Roomy, cozy fireplace, dry, all wood construction, often described as 'cabin like'. Was built to take a family adventuring anywhere in the world. Must see to appreciate. See more details on Website: www.geocities.com/schoonergrizzlybear-call (250) 753-6743.

60-FT COLIN ARCHER DESIGN KETCH.
75-ft overall. Cold-molded, triple planked kauri wood and glassed over. Needs much work. Stout, strong world cruiser. Family tragedy forces immediate sale. Best offer. Call for details. Located San Diego. Call (619) 944-4128.



55' X 14' BEAM. Designed by Edwards. Very fast cruising boat. Fiberglass skins on cored box stringers. All new stanchions, lifelines, running rigging, sails, Harken roller furling. New paint inside and out. \$175,000. Will carry contract. Kauai, HI. (808) 246-4828.

100-FT STEEL MOTORSAILER. Ketch rig. 7 staterooms plus master quarters. 4 heads, machine shop, compressor for scuba tanks. Recent haulout. Best offer or trade. Call (925) 783-0605.

CLASSICS

SPCNS 33 KETCH, 1959. Yanmar. Located Slip B22, Princeton Harbor, Half Moon Bay. \$10,000/obo. Call Russ (650) 726-7403.

HERRESHOFF 28 CLASSIC KETCH, 1962. Full boat cover, Atomic 4 engine newly rebuilt, Autohelm, roller furling, VHF radio. Professionally maintained. Beautiful wooden classic. Price reduction to \$18,000/obo. Call (510) 793-7489 (eves) or (510) 410-5688 (days).

BULLNOISE CHRIS CRAFT 33, 1948. 283 V-8. New bottom, hull, and interior paint, cover delta canvas. Makes perfect liveaboard, office, etc. Propane stove and space heater, hot and cold water. \$9,900/obo/trade for 32 to 36-foot sailboat. (510) 677-7378 or (510) 535-0457.

MULTIHULLS

NEWICK 36 TRIMARAN, 1986. Carbon fiber main and genoa, two spinnakers, Dacron jib, two anchors and tackle. New Honda 20 hp, very fast and fun. A proven race winner throughout 2002 and 2003. See at <www.supersecret.net> \$49,000. Email: john.papa@sun.com or call (714) 774-7310.



WILDCAT 350 Mk III, 2003. 35' x 23'. Arrived last summer from factory in South Africa. Bluewater cruise ready, twin Yanmars, Raymarine radar/chartplotter/ GPS. Quantum sails. New 9' Avon with 5 hp Yamaha. Located Marina del Rey, CA. \$189,000. Email: jfc7601@aol.com or call (310) 463-6902.

FARRIER TRAILER-TRI 680. Yard built, race rig. Dual-axle trailer. New wing net supports, etc. Much stuff. North of Los Angeles. \$15,000/obo. Please call Mike (661) 823-1091.

CUSTOM PERRY 49 PILOTHOUSE, 1995

Built for a very discerning, knowledgeable owner to the highest level of engineering. Capaz sailed from Seattle to New Zealand and back safely, quickly, comfortably, with no breakdownsl TRADEWIND YACHTS • (360) 697-4000

VOLPAR, Inc.

(408) 986-0848 • (800) 258-4545 Parts / Service • Penta Only M-F 10am-8pm • Sa-Su 10am-7pm (pst) email: Volpar@Volpar.com VOLVO PENTA

RYAN'S MARINE

Marine Electrical for Boats • Our Specialty Since 1997

RYAN SCHOFIELD • (510) 385-3842

73-FT NEW ZEALAND CUSTOM KETCH

World cruiser, triple-planked Kauri wood, great sail inventory.

Duetz 270 hp diesel engine. Full electronics, watermaker, sleeps 6.

Huge salon, large galley. \$159,000, all offers presented.

www.QualifiedYachts.com • San Diego • (800) 449-0939

SALES



PARTS

10-48 HP Diesel Inboards & Saildrives Smooth running, durable, reliable True Marine Engines Since 1904

CRINAN MARINE

Call us 866-274-6261 toll free!

www.crinanmarine.com crinan@crinanmarine.com

2

Quick Turnaround on SAIL RECUTS & REPAIRS Custom Canvas & Interiors

ATN SPINNAKER SOCKS

** MUSTO FOUL WEATHER GEAR

Applications from Undersea to Aerospace since 1979

The Spinnaker Shop

Precision Technical Sewing, Inc. 921 E CHARLESTON RD, PALO ALTO, CA 94303 650-858-1544 FAX 856-1638

www.spinnakershop.com

SAILBOAT LAUNCHING PROBLEMS?



EXTEND- A-HITCH is ideal for shallow ramps, law lake levels ar law tide! Keeps your vehicle's rear end and tires aut af the water. Na mare dangeraus spinning af tires on olgoe ar woter domage ta your vehicle's rear end and brake system. Launching and retrieving your sailboat has never been easier! Easy to instoll, balts to trailer tangue. At lounch site, discannect your towing caupler, and Extend-a-Hitch slides aut when you need it! All hat dipped galvanize. Four sizes: 7' only \$295; 9' only \$335; 10' only \$355; 12' only \$395.

www.Extend-a-Hitch.com • dbb3@ix.netcom.com • (510) 733.3277

WIRELESS INTERNET

Globalstar™

Beyond Cellular

Affordable Portable Satellite Phones

SEATECH SYSTEMS

Computerized Navigation & Communication

800.444.2581 • 281.334.1174

navcom@sea-tech.com · www.sea-tech.com

Call for FREE Info on SeaTech Packages and CAPN Demo Disk

Call for FREE Info on ConTook Books and CARN Roma Birk

MANTA 34 TRIMARAN. Early Jim Brown design. Clean lines, very fast. Needs haulout. 9.9 electric O/B. Hood furling, 2 mains, spinnaker. Miscellaneous gear. Excellent Mexico boat. \$6,000. Email for pics: cptglen@hotmail.com or call (661) 373-1917.



.46-FT CSK CATAMARAN. Located in Puerto Escondido, Baja, Mexico. Launched in 1991. Cold-molded in epoxy. Fully loaded, turnkey cruiser. Yanmar 66 hp, low hours. Double Time. \$119,000. Email: Doubletime@pocketmail.com or call (530) 713-3798.

3-FT SEARUNNER TRIMARAN. 6 sails, Volvo MD7A 14 hp diesel, 110 saildrive. Lots of extras. Excellent condition in 1995, but now needs work. \$15,000/obo. Serious thre kickers only please. Call Scott (916) 997-8446.



ADMIRAL 47 CRUISING CAT, 1996. Liveaboard slip in SF Bay. Galley up, panoramic view, 8kw generator, wind generators. Separate freezer, watermaker, washer/dryer. Full electronics including sat phone, large tankage, etc. \$260,000. Please call (415) 383-8122 or email: wemard@edptlaw.com.



BEAUTIFUL CUSTOM CRUISING CAT. 1997, 55' x 26'. One owner. Clean, ocean proven, Mexico vet. Fully equipped. Sleeps 10, 4 heads, 50 hp Yanmar diesels. 7/01 survey \$500,000. Website: < http://home.earthlink.net/~mantasailboat/> Asking \$365,000. (530) 674-5344 or email: Manta@pocketmail.com.



38-FT CROWTHER TRIMARAN. Professionally constructed using top materials. LPU, epoxy bottom, autopilot, depth, VHF, CQR, very good condition. Hawaii vet. \$39,500. Email: Ilharmen@cs.com or call (510) 552-3537.

POWER & HOUSEBOATS

HUNTER 38, 1966. Tri-level cabins, liveaboard slip, ample amenities. A perfect home on the water for 1 to 2 people. A must see at \$27,000. (650) 219-4357.



SILVERTON 40, 1984. Twin screw, easy to maneuver, aft cabin with walk-around bed, forward V-berth. 2 heads with showers, two 350 Crusader marine engines, 310 gal tanks, Onan genset generator. Full canvas covers back deck and flying bridge, dual controls, new hot water heater, anchor windlass, 2 anchors. VHF, Loran, swim platform, Norcold electric fridge, electric 3-burner stove with oven, lots of liveaboard space. Liveaboard berth available in RWC. \$84,000. (415) 716-0767 or email: bobheflin@earthlink.net.



26-FT REINELL FLYBRIDGE cabin cruiser. Nice liveaboard or project boat. Sausalito berth with great views of SF and Mt. Tamalpais. Good condition, new carpet and paint. Twin Volvo engines need work. Moving forces sale. Reduced to \$3,500/obo. Please call (415) 706-2563 or (415) 897-7511.

MARINELIENS.COM

How do you know if your boat has a lien on it?

MarineLiens Ltd. is an independently owned and operated Web-based information clearinghouse.

SAIL & LEARN ON A 53-FT AMEL

Leaving San Francisco at the end of March 2004 for the Channel Islands and Catalina. \$125/day includes great food, fun, sailing, hot showers and stops along the way.

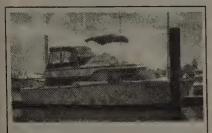
Call (775) 265-5767 • 100-ton Master • (775) 720-3912 (cell)



WWW.KRAZYJAMES.COM

WHERE YOU ALWAYS SAVE 25%
Bookseller of new, used and out of print boat books

KRAZY JAMES BOAT BOOKS



CHRIS CRAFT 38 COHO, 1974. Cockpit motor yacht. Paragon 427 gas engines, radar, 2 depthsounders, 2 heads, fore and aft cabins, sleeps 6. Includes Avon dinghy with outboard. Use current liveaboard slip. \$55,000/obo. Redwood City. Call (650) 703-1492



FORMOSA 40, 1982. Aft cabin trawler. Twin diesels, complete electronics, 5 kw cruise gen, dinghy with outboard, full AC/DC refer, heater, full bimini. Sleeps 6, 2 heads. Located Monterey Bay. \$79,000/ obo. Call Mike Gero (831) 462-4069 or email: devasse@surfnetusa.com.



26PE MK6. Ex-Navy 26-ft crew boat, good condition. Detroit 6v53N, runs good. Warner 72C V-drive, good condition. \$5,000/obo. Call (415) 332-3910.



CLASSIC STEPHENS 34, 1951. Sedan cruiser. Beautiful boat, excellent liveaboard, Classic lines, Must sell, Leaving area. All reasonable offers considered. Comes with slip at \$125/month. \$8,500/ obo. (925) 934-3211 or (925) 899-4538.

BEST OFFER TAKES HER. Pacemaker 39, 1966. Wood, twin gas, full galley, 2 heads, walk-in shower, sleeps 4. Wonderful liveaboard, needs lots of work. Returned to college and can't keep her. San Rafael, Legal liveaboard slip, Call Bonnie (707) 251-9119.

LUHRS 32.5, 1968. Fiberglass hull. Needs work. Located SSF. Must be moved. \$1,500/obo. (707) 743-1977.

PARTNERSHIPS

BY OWNER. Very well maintained and equipped 1977 Pearson 30 in prime Jack London berth, seeks one equity or nonequity partner. Experienced only. Lv msg for Ross: (925) 377-0486.

BENETEAU B393, 2002. Downtown Sausalito berth. Beautiful Bay/offshore cruiser with 3 cabins, full amenities and gear. Sails like a dream. Flexible timeshare starting at \$375 per month. Greg (415) 331-4900 (ofc) or (415) 332-4401 (hm).

PARTNER(S) WANTED. Van de Stadt 40 cutter, 1975, fast, light, simple, sturdy. Sweet helm, 8 sails, trysail to spinnaker. Aries self-steering, 25 hp Yamaha. SF Marina berth. Easy going, will teach if needed, Call John (650) 879-3244 or email: iwsavsland@aol.com.

GRAND PRIX ID35. Professionally maintained and fully equipped, race ready ID35 sailboat available for timeshare, 3 partners. Conveniently located in South Beach at Pier 38. Training available if needed. Call (415) 546-7245 for details.



SOUTH OF THE BORDER

PARADISE VILLAGE CONDO RENTAL. Located Banderas Bay, 5 star resort Nuevo Vallarta. 2 bedroom, 2 bath, overlooking pool and marina. Many amenities. See <www.paradisevillage.com> A relaxing tropical getaway in Mexico. Something for everyone. Call (510) 865-7580 or email: jnmoores@aol.com for details.

SEA OF CORTEZ, MEXICO. 41-ft Morgan ketch. Better than new. Sleeps 7. Boston Whaler, kayaks. \$1,500-\$1,750 per week. Skipper available. Also available 37ft powerboat and 24-ft motorhome. See Website: <www.seascapecharters.com> Call 011-52 (612) 128-7479 or email: sailing@seascapecharters.com.

PARADISE VILLAGE CONDO in 5 star resort located Banderas Bay near Puerto Vallarta, 1 bedroom, 1 bath. Marina view, watch the boats from your patio. Many amenities. For resort information see: <www.ParadiseVillage.com> Call (707) 792-9774 or email: HNDJohn@pacbell.net.

SAILMAKER IN BARRA de NAVIDAD. Hogin Sails Mex open for the month of February, 2004 for repairs and new orders. Located one block from the Port Captain at #104 Calle San Pedro. We monitor the Cruisers' Net. Email: hogin@aol.com.

LEARN TO SAIL IN THE SEA OF CORTEZ from an ASA sailing school based in San Carlos, Sonora, We specialize in learn-tosail cruises and vacations. We also have bareboat and crewed charters available. Information and lots of photos at: <http:// mexicosailing.com>

TRADE



1967 SERIES 1 JAG XKE CONVERTIBLE. Will trade for 30 to 35-ft Tartan, C&C, Frers, or other light displacement racer/ cruiser newer than 1984. Can add cash or take over loans. Must be in good condition. Mike (530) 671-0000.

WANTED

PROFURL ROLLER FURLING SYSTEM, complete. With or without sail. 3/8" wire head stay, 40-50-ft stay. Call (503) 458-6195 or email: aceandy@99west.com.

INFLATABLE DINGHY and outboard. Must be 9-10 feet with 7-9 hp outboard in good condition. Also need staysail and trysail for 43-ft sailboat. Also need 6-man liferaft. Please email: bo.beijer-olsen @attglobal.net or call local contact at (415) 999-6144.

DIESEL GENERATOR WANTED. Looking for a used approx 7.5-8 kw Onan or similar genset, preferably running. All leads appreciated. Paul (510) 508-0151 or email: fatboypaul@earthlink.net.

USED GEAR

WIND GENERATOR. 36-inch Rutland 913 complete with regulator and pole. As new, never installed, with original box. \$695 or trade for water generator. Call Ken (916) 240-2361 or email: n4ks@juno.com.

GENNAKER, 1995. Little used, from a Swan 41, white/blue/red, with sock. 56.7' x 50.7' x 31.3 ft, approx 1,320 square feet. Make offer, Please email: bo.beijer-olsen @attglobal.net or call local contact (415) 999-6144

TWO OUTBOARD MOTORS. 9.9 hp Johnson, just rebuilt, and 15 hp US Marine. Both with fuel tanks and lines. \$500/ each. Don (510) 825-5056.

NEW YANMAR 4JH3-TCE. 75 hp diesel engine and SD-40-4T saildrive. Brand new, still in crate. Includes mounting base and full factory warranty. Incredible price: \$10,950. Will consider selling engine/ saildrive separately. Call for information (510) 685-7590.

NEW SAIL, NEVER USED. Kevlar genoa. New price, \$2,200. Now, \$1,100. #6 luff tape, can be changed if needed. Luff 38'10", Leech 38'2", Foot 15'7", Call (510) 523-4388.

FURUNO 270 stand alone weather fax with antenna and coupler, new in box, \$1,500. Pac Cup ss banding tool kit, \$250. Call Bob (415) 383-9557.

NEW ENGLAND ROPE, V-100. Two 60' lengths of new, 11 mm, V-100 line. Coated Vectran core with braided polyester cover. Blue with yellow fleck and orange tracer. 14,100-lbs tensile strength. \$2.39/ft. 1/2 West Marine price. Brett (408) 551-0015 or email: bmclarney@mclarney.com.

TILLERPILOT: Navico 5500 with remote, \$400. Chartreaders: Garmin 176, \$300; Garmin 210 plus chips, \$500. Radar: RL9, complete, \$600. Windlass: Maxwell 800 RC, \$800. Compasses: Plastimo Contest, \$50; Danforth 5" Constellation, \$150. (415) 454-7546.

HOOD VECTRAN MAINSAIL. Good condition, about 4 years old. Luff 40.5, Foot 12.75. \$600. Jim (415) 435-1354.

HARKEN ROLLER FURLER, 1.5, 47-ft, 5/16, new 2002, \$899/obo. Magma BBQ, A10-007, \$50. Trade 35-lb CQR type for Bruce 35-lb anchor. (916) 600-5138 or email; sailaway@cwnet.com.



MARINE ENGINE CO.

Complete Engine Services • Gas & Diesel 30 Years Experience • Reasonable Rates
Tune-Ups • Oil Changes • Engine Rebuilding, etc.



BUDGET BREEZE

The Key to Stress-Free Finances

Going Cruising? Let Us Handle Your Paperwork At Home Bill Paying Service • Mail Forwarding Service Mobile Notary Public (Santa Cruz County) Bonded for Professional Integrity

(831) 234-6421 • www.budgetbreeze.com

EASTER ISLAND . PITCAIRN . MARQUESAS . TAHITI

Build your offshore passagemaking skills aboard 65-ft S&S sloop Alaska Eagle in the South Pacific. 20-day voyages, incredible landfalls. See our Summer 2004 Voyage color catalog: School of Sailing & Seamanship, Orange Coast College.

(949) 645-9412 • www.occsailing.com



The Only Regatta In The World With More Lay Days Than Races ~ go to ~

www.TahitiNuiCup.com

WHOLESALE DOCK STEPS

Top of the line two-step fiberglass dock steps with non-skid covering delivered to your boat at wholesale prices. West Marine price: \$380. Our price with tax and delivery included: \$199.

Please call Matt (510) 684-8024 or Lewis (925) 487-7421



YACHT & ENGINE SURVEYS

Prompt . Competitive . SF Bay Area Pre-Insurance Surveys from \$13 per Foot Accredited Marine Surveyor

Sheldon R. Caughey, SAMS, SA • (415) 331-4550





NEW BOW UNIT FITS: RIBs * HP floors * Roll-ups

Heavy gage aluminum adjusts to fit any style and size.

Make your inflatable a SAILING DINGHY!

And the popular...

SCULLY fin™ propulsion rudder

"Beats the heck out of rowing"

www.scully-fin.com 541-758-0794

Perkins



Why wait?

Same day shipping worldwide

Foley Marine Engines 800-233-6539

(US and Canada)

email: info@foleyengines.com

MONTHLY SPECIALS: www.foleyengines.com



sailorsedge.com

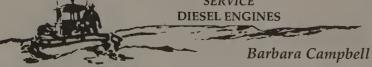
Nautical Equipment and Specialty Items including: Navigation Tools, Clocks, Barometers, Weather Instruments, Charts, Galley Ware, Cabin Accessories and more! Log on or call 410.295.1668

GOLDEN STATE IESEL MARINE

PARTS

YANMAR • UNIVERSAL • WESTERBEKE PERKINS • ISUZU • PATHFINDER • ATOMIC 4

SERVICE



351 EMBARCADERO OAKLAND, CA 94606

(510) 465-1093

CLUBS & MEMBERSHIPS

SINGLE SAILORS ASSOCIATION welcomes all experience levels. Our members enjoy cruising, group sails, daysailing, socials and other activities year round.

Monthly meetings at Ballena Bay Yacht Club in Alameda. Member PICYA. Visit our Website at <www.sail-ssa.org> (510)

ACCESSIBLE SAILING, able/disabled. <www.BAADS.org> Free sail class, Sundays, 12:30, at Pier 40, Embarcadero at Townsend, SF. (415) 281-0212. Meetings: 3rd Saturdays, 10 am, South Beach Yacht Club. Free try-it-and-you'll-like-it sailing, weather permitting. Next to PacBell Park.

NON-PROFIT

MARIN POWER & SAIL SQUADRON has, since 1959, promoted high standards of navigation and seamanship and offers members free classes ranging from Seamanship to Celestial Navigation plus cruises and social events. Come join us. Next class begins January 27. For info please call Pete (415) 883-3652.

US COAST GUARD AUXILIARY, Flotilla 17, offers these courses on Yerba Buena Island. Pre-registration required: (415) 399-3411 or fsope17@hotmail.com. Boating Skills & Seamanship for power and sail: Covers aids to navigation, nav rules, boat handling, marine electronics, trailering, piloting, charting, lines and knots, radio/VHF protocol, more. 3/16/04 to 04/1/04, 7:30-9:30 pm, 2 nights/week \$45 includes materials. Basic/Advanced Coastal Navigation: Basic covers compass, nautical chart reading, dead reckoning, piloting. Advanced covers currents and tides, radio navigation, fuel and voyage planning. Both meet Mondays and Thursdays, 7:15-9:45 pm. Basic 04/05/04 to 05/25/04, Advanced 11/14 to 12/12. \$45 Basic, \$85 Basic+Advanced. GPS for Mariners: One evening: Tuesday 10/22/02, 7:30-9:30 pm, \$29 includes materials. Covers GPS network theory, practical use, map datums, waypoints, routes, and instructional use of some popular units.

PROPERTY SALE/RENT

LIVEABOARD SAILBOAT AVAILABLE for rent in Sausalito for the right person. Must be knowledgeable and maintain systems. Also, new condo for rent, Incline Village, night, week, monthly. Available 2/1/03. Email: cwrthy@yahoo.com for more info.

BERTHS & SLIPS

50-FT MOORING, NEWPORT BEACH, with 17-ft aluminum fishing boat. Located in Newport Harbor off 14th St., 3rd mooring in from the Channel. Boat to be sold with mooring. Now accepting offers. (415) 572-5995 or (415) 641-5232.

SF PIER 38. Downtown, view of Bay. Two 36-ft slips, C24 and C26. Asking \$24,000/ each/obo. Rare 45-ft slip, E33, \$48,000/ obo. Showers, security, great location for rental or racing. Call (775) 813-4764.

PIER 39, G DOCK. 50-ft berth for sale. \$50,000. Call (415) 771-6338 (eves) or (707) 746-8409 (Mon thru Wed).

MOORING IN RICHARDSON BAY, Sausalito, CA. It is the closest mooring to shore, only about an 8-minute row out to it. Looking to rent it, and possibly sell it. \$150 per month or \$5,000 and it's yours. Call for more info (415) 305-8693.

CREW

EXPERIENCED, ACTIVE, ENERGETIC couple, 50s, NS/ND, social drinkers, interested in outdoor activities, especially hiking, seeking similar bi-female, 45+, for extended cruising. Please respond to: sailwith3@hotmail.com.

SAILING PARTNER & SOULMATE wanted. Duration of voyage as long as it is fun. Requirements: love of the sea and life, good food and music. No princesses need apply. Call Joe (310) 823-6609.

LOOKING FOR GENTLEMAN, more than a Captain, 65+, to enjoy sailing on the Bay and tinkering with my Columbia 34. Also to share onshore activities with energetic, adventuresome lady. Call (408) 777-8834.



TRYING TO FIND

LOOKING FOR NICK RATTO who is somewhere in the Bay Area on a 39-ft steel cutter named *Turtle*. (619) 425-7281 or email: joaquinroo@sbcglobal.net.

JOB OPPORTUNITIES

EAST BAY MARINA looking for a parttime office assistant to work 2 to 3 days per week. Please fax resumés & cover letters to (510) 865-1240.



EAST BAY SAIL CLEANING (510) 523-9011

SMALL AD. SMALL PRICES . RIGGING ONLY

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, etc. Problem solving is our specialty. We are a rigging shop specializing in discount mail order. Free catalog.

www.riggingonly.com • (508) 992-0434 • email: rigging@rcn.com



Listing your boat? Buying a boat? Give your Latitude ad color & list your boat on our Website for free.

VIRTUAL BOAT SHOWS

Visit us at: www.virtualboatshows.com

SALES ASSOCIATE. Waypoint has opportunities for part-time sales associates to manage over-the-counter and mail order sales of nautical books, software, charts, electronics, and more. Competitive salary, flexible hours. Please fax resumé to (510) 769-1573 or email: info@waypoints.com.

6-PAK CAPTAINS & SAILING Instructors. Spinnaker Sailing in San Francisco is hiring sailing instructors and captains for part-time or full-time work aboard our fleet of 22-44 foot sailing yachts. Mid-week and weekend work available, flexible schedule. This company is growing fast for one reason only...its people. Fax resumé to (415) 543-7405 or call Drew (415) 543-7333.

west Marine, Largest Retailer of boating supplies, is looking for Sales Associates and Assistant Managers for all So Cal West Marine stores from Santa Barbara to Long Beach. Please fax resumés to (310) 316-3369 or email: laurab@westmarine.com.

SAILING MASTER need to oversee our successful, well established sailing program. Considerable experience skippering vessels of 30-50 feet. ASA instructor certification and USCG Captain's license preferred. Pay commensurate with skills and experience. Please fax resumé to (415) 543-7405 or call Drew (415) 543-7333.

YACHT SALESPERSON WANTED. Busy Bay Area yacht dealer has an immediate position available for a hard working team player with exceptional sales skills. Must be comfortable working with people and big ticket items. Boating experience desirable. Strong commission structure with incentives for top production, Email resumés to: bluesben@aol.com.

CAPTAINS, FIRST OFFICERS & CREW. Rendezvous Charters is hiring ship's crew and licensed masters to sail our fleet of certified vessels. Part-time or full-time. Excellent wages/benefits. Mid-week and weekend work available, flexible schedule. Want to enjoy your job? Building your sea time? Join this rapidly growing company. Great people, fun company. Fax resumé to (415) 543-7405 or call Drew (415) 543-7333.

BUSINESS OPPORTUNITIES

MARINE MECHANIC BUSINESS for sale. Established marine mechanic business for sale in established boatyard in San Juan Islands. 1,000 sq. ft. shop area, covered work area and yard space for storage. Boatramp access on property. Call (360) 376-4056.

FLORIDA YACHT BROKERAGE. Unique opportunity to purchase an operating, bonded and licensed Florida yacht brokerage. Please, serious inquiries only. Call (954) 684-0424 or email: dosar @aol.com.

NAUTICAL 63 FG KETCH, 1982. 4 cabins plus crew, established sail/scuba charter yacht, sailing US/British Virgins. Owners retiring, will train new owner. Yacht maintained in charter condition, with refit 1997, new Awlgrip 2002. Gross over \$150K per season. \$300,000. Email: captmike@realestatecenter.vi.

GRAND PRIX SAILING ACADEMY is offering their fleet of 1D35s for charter. Located in South Beach at Pier 38, you can have fun on a high performance, responsive sailboat for a day or a year. We have two boats entered in this year's Pacific Cup, one is available for charter. If you are interested in chartering one of our sailboats, please call us at (415) 546-SAIL for details. <www.sailorstocrew.com>

90-FT STAYSAIL SCHOONER Luxury Sailing Yacht. 100T, 80-ft flush teak decks, 70-ft LWL, 21-ft beam, 11-ft draft. Five double staterooms plus crew quarters, six heads, 25 berths. Gourmet galley, two saloons/bars, 12-seat banquet table. Fully restored 1943 historic wooden schooner, vellow pine planking, steel frames, 6'8' headroom. Completely refitted 2002-05: frames, stringers, fastenings, planks, diesel power, electrical, mechanical, interior. Safe, comfortable bluewater expedition sailboat for any sea. Own share of boat and charter business for \$20,000. Sail for free plus receive share of profits, more than double secured investment. Caribbean, Mediterranean, Northern Latitudes, South Seas every year. No fees, no maintenance, all inclusive. (203) 246-1369 or email: manager@SchoonerDolphin.com.

IS YOUR BOAT IN SOUTH BEACH HARBOR? Put your boat to \$work\$. Spinnaker Sailing in SF is looking for 30-50 foot boats to join our charter fleet. Let your boat pay for itself. For more info call (415) 543-7333.

TOO LATE TO CLASSIFY

CASCADE 36, 1977. Tahiti vet. Aft cabin, cutter rigged. Documented, Volvo diesel, new speed and depth, recent survey. Needs some TLC. Drastic reduction. Best offer over \$15,000. Call (415) 250-9485.

ERICSON 30+, 1985. Performance cruiser, designed by Bruce King. 16 hp Universal diesel. Great Bay boat. Sleeps 6, proparie stove/oven, H/C presure water, enclosed head, private stateroom forward, and much more. \$25,900. Call (510) 769-1216 or (510) 827-8674.

BOAT DELIVERIES

USCG Licensed Couple • Capable, Conscientious, Experienced.

Veteran Cruisers • Sail, Power, Local, Long Distance • Our Mission:

The safe delivery of your boat • Our lives depend on it, you can too.

Call SCOTT or COLETTE • (619) 322-7438

Yacht Repair Design / Consulting

Design / Consulting

Custom Interiors

Exterior Joinery

STEVE'S MARINE WOODWORK

60 C Libértyship Way, Sausalito jonessail@aoi.com • (415) 332-2500

SURPLUS BOTTOM BOAT PAINT

Hard red vinyl anti-fouling paint. Mfg. Woolsey. 72% copper.
Reg. price: \$289/gal. Our price: \$60/gal. Also other mfg. available.
Ablading paint, from 50% to 60% copper. Primer & other epoxies \$15-\$20/gal.
LPU 2-part: \$30/gal. Reg. price: \$300+/gal. (650) 588-4678



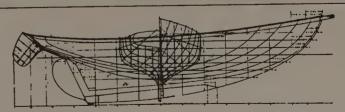
- Bilge Evac & Steam Cleaning
- Oil & Filter Changes
- Fuel Polished/Remove Bad Gas

MorineLube

We bring the service to your boat

877-744-2244 WWW.MARINELUBE.BIZ





MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

(707) 964-3963

email: howard@makelaboatworks.com • www.Makelaboatworks.com



Happy New Year from all of us here at DeWitt Studio and Gallery.

Visit our print gallery at www.jimdewitt.com

For Commissions, Regatta Apparel, Trophies and Other Great Gifts ~ Please Call Pam DeWitt

DeWitt Art Gallery & Framing (510) 236-1401 (800) 758-4291 www.jimdewitt.com 121 Park Place, Point Richmond, CA 94801 Tuesday-Friday 11:30 am to 6:00 pm • Saturday 11:00 am to 4:00 pm



Wm. E. Vaughan

Maritime Attorney & Consultants 17 Embarcadero Cove, Oakland, CA 94606 (510) 532-1786 Fax (510) 532-3461

evstarmr@ix.netcom.com

Avoid Rocks, Shoals, Unreasonable Costs and Taxes. We can help you plan any Maritime Transaction. Serving The Maritime Community since 1960. Bay/Delta, Off-Shore, Racer/Cruiser since 1945. Affiliate Member, Society of Accredited Marine Surveyors.



REPAIRS

REPAIRS



HAYNES SAILS

A full service sail loft

70-U Woodland Avenue San Rafael, CA 94901 (415) 459-2666



USED SAILS

- Largest inventory
- Pay cash for surplus
- Over 20 years in business
- Inspected, rated and offered with no risk, money-back quarantee

www.sailexchange.com (949) 631-0193

¿ QUESTIONS ?

on the Sea of Cortez ASK GERRY

IN PERSON

San Diego Boat Show, January 8 to 11, booth 1960 Seattle Boat Show, January 16 to 25, booth 2097 Pacific Sail Expo, Alameda CA, April 14 to 18, booth 369 Middle Gulf Guide now in color - \$37.00

<u>∕G\e r r y</u> Sea of Cortez Charts

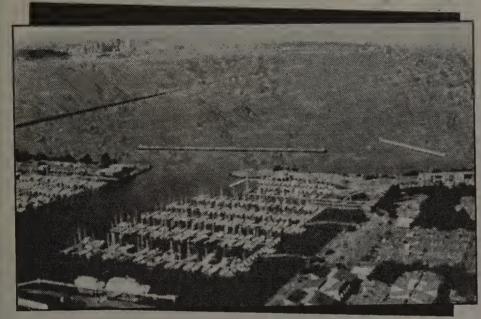
Box 976, Patagonia, AZ 85624 www.gerrycruise.com

Berkeley Marina

NEW Lower Prices on Small Berths

Limited Supply -Call Today!

Gateway to the Golden Gate



Plan an overnight or club cruise at our facility.

"I WANT TO SAIL NOW..."

You can when you berth at Berkeley Marina

Come Visit Us!

- New Dry Storage Area
- Renovated Launch Ramp
 - Guest Berthing
 - 3 Great Restaurants
 - Choice Berths Available
 - Sport Fishing Charters
 - · Chandlery & Yacht Club
 - Fuel Dock & Boatyard
 - Bait Shop & Deli
 - Easy I-80 Access
 - Beautiful Park Setting

Berkeley Marina

201 University Ave., Berkeley, CA 94710

(510) 644-6376



HIGHLAND RIGGING & STAINLESS

We stock an extensive line of stainless steel marine hardware, rigging, and fittings.

Snap Shackles – sizes 2"-5"
STAINLESS & TITANIUM
PRICED RIGHT!



www.highlandrigging.com

781-383-6701

GUARANTEED SHIPPING WITHIN 24 HRS. email: info@highlandrigging.com

ADVERTISERS' INDEX

AB Marine	Daja i Navai	70	D 1
ABC Yachts234	Ballena Bay Yacht Brokers 28	Beta Marine Engines72	Bul
ADC TOCHIS	Dellara Isla Marina Coop 24	Bluewater Insurance98	Ca
ACC Marine95	Ballena Isle Marina Coop 24	Bluewater Network227	
Acordia Insurance 223	Ballenger Spars 179	Bluewater Nelwork227	C
A Villages 225	Barillas Marina203	Bo'sun Supplies	Ca
Agape Villages 220	D Islamed Verable 11	Boat Electric135	Ch
Alameda Prap & Machine 99	Bay Island Tacifis		
Albatross Yacht Charters 188	Bay Marine Diesel212	100	CI
Almar Marinas93	Bay Risk Insurance85	posun's Charlets	Cit
Almar Marinus		Bottom Siders 88	Co
Alpha Marine Systems 212		Boy Scouts Pacific Harbors 232	Co
Andersans Boat Yard 178	Bay Side Boatworks 221	Boy Scouts Facility Harbors 232	_
A 1. 1 D 2 Co 225	Beowulf Press69	Boy Scouts San Francisco 230	Co
Axeirad, b & Co223	P. J. L. Adming 221	Brisbane Marina77	Co
Bair Island Marina 89	Berkeley Marina221		

British Marine26	Crinan Marine216
Bulwagaa Anchor 214 🐇	Cruising Charts220
Cabrillo Yachit Sales 231	Cruising Direct Sails207
Cal Maritime Acadamy 92	Cruising Specialists 52,53
Cass' Marina101	CYOA Yacht Charters 186
Chula Vista Marina 208	Daimler Chrysler Auction 228
City Yachts17	Danard Marine Products 91
Club Nautique54	Desolation Sound Charters 188
Coast Marine151	DeWitt Studio220
Carinthian Yacht Club 36	Diesel Fuel Filtering 209
Cover Craft95	Dimen Marine Financing 64
Cayote Point Marina84	Discovery Yachts99
/	









ADVERTISER'S INDEX - cont'd

Doyle Soils	Fleming Marine101	Galden State Diesel Morine . 218	Helms Yacht & Ship Brakers 80	Kensington Vachte	20
L 1 0111100	riex-O-rola Prapellers	Grond Marino 2	Holmutte Marine Semiler 0/	V: • C	_
Easam Rigging95	Flying Claud Yachts	Grand Prix Sailing Acadamy 140	Highland Rigging & Stainless 221	Rissinger Canvas	გ
Edensaw Woods	Foom Creations 225	LE Dadia	Figuration Rigging & Stainless 221	KKMI Baat Yard	2
FM Design 222	Falso Maria - Falso	n.r. kaala	Hagin Soils	Landing Schaal, The	13
27. 2001gir ZZZ	roley Marine Engines 218	M&S Yacht Sales 13	Handulu Sailina Co. 100	1 D A4	
rillery cave racili harbor 99	rariman Marina28	Halsey Sailmakers 83	Hand Sails (2	V locali a l	23
=11107 / Tille 71101 1110 1111111 200	rawier insurance Agency 219	Hanse North America 8.9	Hand Sails / Faranan 101	1 0 4 24 1 45 1 5 4	
Ensenado Cruiseport Villoge 202	Galmukaff Marine	Hansen Rigging 89	Harizan Yacht Charters 189	Larsen Salls/ Nell Fryde Salls	10
Essex Credit Carp	Garhauer Marine 67	Harbor Basto & Sumplies 227	Tidifzdir facili Chariers 189	List Marine Enterprises	9
Extend-A-Hitch 216	Controls Kong Maring 100	Tidrbor badis & Supplies 227	Hydravane58	Lach Lamand Marina	8
	Oeimy's Kono Marina 100	marken 157	Hylas Vachte / 7	14 12 6 1	
aranona rocin dales	Gioriolo & 20112 ZZ3	Havn Marine 103	tenthorm . //	A4 1 1 5 . 1	
magerala, ribbon a beardsley	Glaciel bay	Havnes Sails 220	1/\/\/\alpha\/\alpha\/\d		
98	Go Cats187	Heineken Regatta 70	Jack Rabbit Marine	Marina El Cla	13
		3-13-1111111111111111111111111111111111	Jack Rabbit Marine ZZZ	Marina Keal	16



Ours does. And more.

Your runaway dog attacks a neighbor. Your storage unit is gutted by fire. That nasty slice on the 12th hole injures a bystander. Your laptop is stolen from your hotel room or car. You incur hotel bills while your yacht's interior is rebuilt after a fire...

Only the Quartermaster® Liveaboard Policy from Acordia—developed by liveaboards for liveaboards to cover the yacht as well as personal liability, personal property, and loss of use—covers all these risks. Others don't.

If you're not covered by the Quartermaster® Liveaboard Policy, maybe you should be. For a free quote, contact Krista Patten at 800-869-2248 or 206-701-5489, or via e-mail at krista_patten@acordia.com.





520 Pike Street, 20th Floor Seattle, WA * 98101-4095 Toll-Free: 800-869-2248

Phone: 206-701-5489 * Fax: 206-701-5400 Sponsor of NOAA Weather Radio Station WWG-24

RODGERS & ASSOCIATES

Certified Appraisers and Maritime Arbitrators

Marine Surveyors



Serving the maritime community since 1978

As appointed by Boat US Insurance Services and Institute of London underwriters

Phone/Fax: (831) 475-4468

email: captnjo@ix.netcom.com • www.nitpik.com/rodgers/

Custom Canvas & Interiors The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola & Sons offers you the best in quality, more choices, and personal service. 360 Gate 5 Road LOCATION

QUICK ATTACH® SWAGELESS FITTINGS

445.3323339

Sansatto, CA 3/1975

www.glanolacanvas.com

Three easy steps..

Cut wire straight Insert Wire.

Tighten Fitting. Dor

Available in Eyes, Studs, Jaws, & Turnbuckles Wire sizes from 5/32" to 1/2'

> Strength, Quality and Dependability... plus a Lifetime Warranty!

Stainless Steel Marine Hardware, Rigging & Fittings at Reasonable Prices,

WW.BOSUNSUPPLIES.COM

Or call toll-free for catalog and to order

-1 (888) 433-3484

Marina Village	141	Madern Sc
Marine Engine Ca	219	Manterey
Marine Lube	219	Napa Vall
Marine Servicenter	90	Nelsan Ya
Mariner Baat Yard		Nelsan's A
Mariner's General Insurance		New Era \
Maritime Electranics		Narpac Yo
Maritime Institute		Narth Bea
Maratta Yachts	233	Narth Sails
Masan Yachts	229	Na. Califo
MaxSea	69	Ocean No
Mazatlan Marine Center /		Seama
PV Yachts	19	Oceanfast
McGinnis Insurance	90	OCSC Sai
Madel Sailing Center	86	Olympic \

Madern Sailing Academy 60
Manterey Bay Canvas 222
Napa Valley Marina151
Nelsan Yachts 40,41
Nelsan's Marine236
New Era Yachts232
Narpac Yachts235
Narth Beach Canvas34
Narth Sails - San Francisco . 49,85
Na. Califarnia Baat Shaw 45
Ocean Navigafar School af
Seamanship48
Oceanfast Yacht Center 10, 32
OCSC Sailing 47
Olympic Yacht Charters 188

PacketMail	80
Premier Yacht Sales	227
Quantum Pacific	
R-Parts	.224
Raiatea Carenage Services	201
Richardsan Bay Marina	.134
Richmand Baat Warks	
Richmand Marina Bay	18
Richmand Yacht Service	. 222
Radgers & Assac	. 223
Ramaine Marine Electranics	
Ranstan Marine, Inc	.146
Rooster Sails	70
Sail California	38,39
Sail Exchange	

Sail Warehause, The	225
Sailars Edge	
Sailtime	
Sal's Inflatable Services	.179
Salty Canvas	. 224
San Francisca Baat Warks	
San Francisca Estuary Praject	31
San Juan Sailing	. 189
San Leandra Marina	
Sausalita Yacht & Ship	. 229
Scanmar International	42
Schmidt, Charlatte	
Yacht Sales	. 230
Schoonmaker Paint Marina	. 180
Scully Fin	218

=Tired of going through sleet, rain, snow, and fighting traffic = to get to your favorite chandlery only to find they're out of

Latitude 38?

We have three words for you...GET YOUR OWN!

Links St. 1 Section 30 Section 30

Let your mailperson live up to their motto while you stay safe and warm waiting for your favorite sailing mag to come to you!

2800 PAGES PER YEAR FOR ONLY \$26! ☐ Enclosed is \$26.00 for one year

Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class, so you must make address change with us in writing.)

□ Enclosed is \$50.00 for one year

First Class Postage (Delivery Time 2 to 3 days)
(Canada & Mexico & Prisons: First Class Only)

☐ Gift Subscription — Gift Card to read from:

We regret that we cannot accept foreign subscriptions nor do we bill for payment.

Check, money order or credit card info (MC, VISA or AmEx) must accompany subscription request

PLEASE READ CAREFULLY BEFORE SUBMITTING!

Please allow 4-6 weeks to process changes and/or additions, plus delivery time. Name of Subscriber

Address

City

____S

Zip

CREDIT CARD

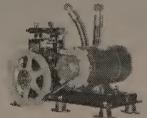
□ MASTERCARD

□ VISA

□ AMERICAN EXPRESS

Exp. Date:

PARTS—REFRIGERATION-PARTS SOLUTION



RParts carries a complete line of refrigeration parts for maintenance, repair, and upgrades. We are also pleased to offer R28+ vacuum insulation panels at Rprices: guaranteed lowest!

Engine Driven or AC to DC Conversion Kits now available!

Refrigeration Parts Solution

P.O. Box 388 • Alameda, CA 94501-9488

(800) 720-3907 or (510) 436-3962 • Fax: (510) 533-5605

rparts@rparts.com • www.rparts.com-

3 SALTY Garvas

Number:



custom sewing & design

Custom Covers · Stock Covers · Repairs, Cut Yardage Call for a Catalog · Online Catalog & Ordering

500 Seabright Ave., Suite 205 Santa Cruz, CA 95062 **SaltyGarvas.com** Telephone/Fax

831.426.9296

Visit our Art Gallery featuring local artists. Please call for an appointment

ADVERTISER'S INDEX - conf'd

Sea Scauts af Marin 228	
Sea-Pawer Marine27	
Seacaast Marine Financial 68	
Sealife Marine Praducts 71	
Seashine 181	
Seatech 216	
Selden Mast, Inc. USA 44	
SetSail69	
Saciety of Accredited Marine	
Surveyars/SAMS 230	
South Beach Harbar	
South Beach Riggers34	
South Reach Sailing Contar 34	

Sauth Pacific Catamaran 135
Spectra Watermakers 94
Spinnaker Shap, The 216
Starbuck Canvas
Stackdale Marine &
Navigatian Center 57
Stane Baat Yard 84
Svendsen's Baat Warks 43
Svendsen's Metal Warks83,97
Swan Yacht Sales35
Swedish Marine 87
Swiss Tech America151
Tap Plastics 181

Tartan / C & C Yachts 16
Tim's Zadiac Marine85
TMM/Tartala Marine Mgmt . 187
Tradewinds Sailing Center . 14,15
Trident Funding12
Twin Rivers Marine Insurance , 82
U.S. Marshal Auctian 228
UK Sails 46
Valleja Marina205
Vaughan, William E 220
Ventura Harbar Baatyard 94
Vayager Marine74
Vayager Marine Services 214

Watermaker Stare, The 101	
Watski 225	
Waypaint 56	
Wedlack & Stane Marine	
Surveyars212	
Wells Marine Arch 212	
West Marine 18,21	
West Marine Bargain Center . 18	
West Marine Books and Charts	
209	
Westwind Precisian Details 34	
Whale Paint Marine Supply 50	
Windtays 26	

Wizard Yachts, Ltd232
Yacht: 'Cape Dary 300' 226
Yacht: 'White Dove' 227
Yacht Racing Assaciation 29,30
Yachtfinders/Windseakers 26
Yachtminder, Inc

Don't forget to tell 'em that Latitude sent you!

FOAM

Mattresses • Cushions FREE CUTTING!



- Custom foam cut to any size or shape for your bows, berths, bunks and cushions
- Largest selection of foam in stock extra firm to pillow soft
- Expert custom sewing 20 years experience, lifetime warranty
- Quality marine fabrics, marine vinyls, Sunbrella, canvas

10% OFF WITH THIS AD



FREE ESTIMATES



FORM CREATIONS

ALBANY~BERKELEY

1120 Solano Avenue (1 block above San Pablo)

(510) 526-7186

Hours: Monday-Saturday 10-6 • Sunday 11-5

CLOSEOUT SALE!

After 45 Years of Business

TEAKWOOD ONLY

Come see our large selection at

CLOSEOUT PRICES

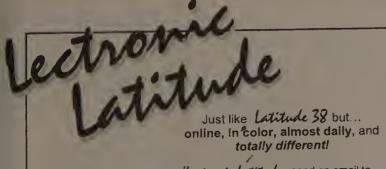
B. AXELROD & CO.

2630 Jennings St., San Francisco, CA 94124

(415) 822-2600 • Fax (415) 621-8982

onlyteak@hotmail.com • www.OnlyTeak.com





For a free subscription to *'Lectronic Latitude*, send an email to LectronicLatitude-on@latitude38.com with 'subscribe' in the subject line. We'll then notify you by email each time *'Lectronic Latitude* is updated!

www.latitude38.com







The Wincher

The wincher changes your regular winch into a self-tailing one. Four sizes are available. It is a product that, by means of one, singlehand movement, renders your conventional winch self-sheeting and self-locking. The Wincher is made of a specially designed rubber body that fits down on top of the winch. As the sheet is being winched home and is put under increasing load, the coils 'climb' up the winch drum and fasten against the ribs in the underside of the rubber body.

Watski USA

P.O. Box 878, Walpole, NH 03608 (603) 756-3330 • Fax (603) 756-3336



As Northern California's Largest Sailboat Dealer We Sell More Boats

★ List With Us For Results ★











1992 ~ \$89,900













BENETEAU 393 2003 ~ \$175,000

CATALINA 280 MkII 2002 ~ \$77,500

Beneteau 57, 2003 ~ \$635,000 Beneteau 361, 2001 ~ \$124,000

Passage Yachts

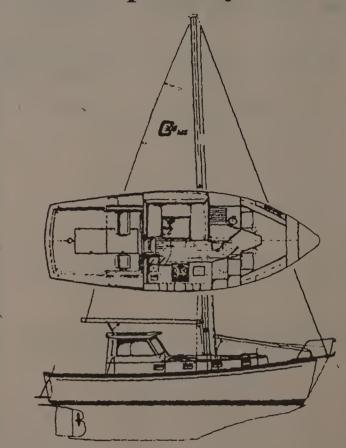
Cal 29, 1973 ~ \$11,500

Hunter 30, 1989 ~ \$39,950

(510) 236-2633 www.passageyachts.com

FOR SALE=

1988 Cape Dory 300 MS



Configured as an all-seasons cruiser, Molly Waldo is a turnkey and pristine example of this rare motorsailer. She combines surprisingly good sailing characteristics with the comfort, motoring authority and reliability of a modern fiberglass diesel trawler. Her heated pilothouse with running rigging led inside allows shirt-sleeve sailing even on cold winter days. We had her built in 1988 and have used, maintained and loved her for 15 years. We've cruised her from Monterey to Tomales and Bodega Bays, out to the Farallones, all over San Francisco Bay, and throughout the Delta as far up as Stockton. In the last year or so, she's been overshadowed in our lives by other interests. She deserves to be owned by people who will use her more than we now find ourselves doing. \$89,000

HIGHLIGHTS

One owner boat • Roller furling main and jib • 46 hp diesel Espar forced air heat • Force 10 propane stove/oven Adler-Barbour refrigerator/ice-maker • Custom upholstery U-shaped convertible dinette • Robertson autopilot • Magellan GPS 2 VHFs • Apelco radar • Signet depth, speed, log Signet wind speed/direction • Sony AM/FM/cassette stereo Sony 10-disk CD changer • Fresh AGM batteries, 400+ amps Smart 3-step chargers, 12V and 110V • 150 amp alternator Dripless shaft seal • Full canvas, including Delta set Electric anchor windlass • Saltwater washdown Many custom features

Everything works ~ Sausalito slip may transfer Owner will teach buyer all systems and procedures and be "on-call" after purchase to answer questions

See the boat in Slip #802, Gate 4, Clipper Yacht Harbor, Sausalito Call Dave at 415-491-0955 for more information and a showing

Website: www.sfyachts.com

Winter Sales Special!!!

Serious about selling your boat? Want to sell it fast?

Bring your boat to our sales docks. Premier will sell and dock your boat for one low flat rate! 31' & under: \$800 • 31'-36': \$1,500 • 36' & over: Save 50% of your selling costs



34' HUNTER 340, '99. ProFurl main, dual station radar/map, autopilot. Best equipped 34' in the U.S. Shows as new, perfect liveaboard cruiser. Blowout price! \$84,900 At our sales docks Richmond Marina Bay YH.

44' SUNSEEKER VAMARGUE, '95 41' SUNSEEKER TOMAHAWK, '94



29-FT ERICSON, 1974
Beautiful condition. Atomic 4.
\$14,950



38' ROBERTS CRUISER, 1996 \$35,000/offers



26' CROSBY CAPTAIN'S GIG, 1979 Six-pack charter. Diesel. Asking \$99,000

OVER 12 LISTINGS AT OUR SALES DOCKS

\$315,000 \$95,000 40' SEA RAY SEDAN, '00 39' CRANCHI ENDURANCE, '00 \$325,000 \$156,000 38' ROBERTS cruiser, '96 \$35,000 35' CORONADO, diesel, liveaboard, '73 \$28,000 32' DISCOVERY sloop, '97 dsl repower, '70 \$15,000 30' PEARSON sloop, '76 \$6,500 29' ERICSON, beautiful, '74 \$14,950

Complete information at www.sfyachts.com

Marina Bay Yacht Harbor • Harbormaster's Office • Richmond, CA

Donate your Boat

Cars, Trucks, RVs, & Real Estate

We handle all DMV & Smog Running or Not (restrictions apply) Tax Deduction
Fair Market Value per IRS

BLUEWATER 800-324-7432

"Proceeds help **Bluewater Network** reduce greenhouse gases, clean up our air and water, and protect marine mammals and wildlife."

Harbor Boats & Supplies



35' DUFOUR, 1979. Volvo MD3B diesel, roller furling, spinnaker, autopilot and much more.

Asking \$27,500



25' CATALINA WITH TRAILER Storm jib, 100, 150. Clean. \$3,600



38' ROBERTS, 1996. Volvo diesel, furling jib. A good, solid cruising boat, at a great price. \$32,000

Port Sonoma Marina 276 Sears Point Road, Petaluma, California 94952 (707) 762-5711 Fax (707) 762-8046 www.harborboats.com Open Tues.-Sat. or call for appt.

WHITE DOVE WINS 2003 BBS

Unprecedented seven wins in Americap C



"Everyone Needs a Bigger Boat"

KENSINGTON YACHT & SHIP BROKERS

Fortman Marina

1535 Buena Vista, Alameda, CA 94501 **(510) 865-1777** • Fax (510) 865-8789

www.yachtworld.com/kensington • yachts@kensingtonyachts.com



46' ISLAND TRADER, 1977
Motorsailer. Go offshore
or live aboard.
\$129,000



41' TARTAN, 1973 Asking \$73,000



39' LANDFALL PILOTHOUSE, 1975 Asking \$68,000



38' PACIFIC, 1977 Custom New Zealand built. Asking \$52,000



35' RAFIKI, 1977 Perfect condition. Asking \$50,000



36' CATALINA, 1989 Asking \$68,000

26'	NIMBLE PH, 1990	\$16,000
27'	ERICSON, 1973	\$7,500
27'	CARVER, 1988	\$21,000
28'	CARVER, 1978	\$21,000
28'	CHRIS CRAFT, 1958	\$22,000
30'	CAL 9.2, 1981	\$14,000
30'	RAWSON, 1965	\$17,000
30'	CATALINA, 1984	\$27,000
31'	BRENT SWAIN STEEL, 1992	\$22,000
31'	HUNTER, 1998	\$56,000
34'	GANLEY, 1986	\$49,000
36'	LAPWORTH, 1959	\$25,000
40'	HUNTER POWER BOAT, 1970	\$33,000
42'	CATALINA TRI-CABIN, 1990 \$	3117,000
45'	ROBERTS, 1992	\$75,000



Sea Scouts of Marin and San Francisco Sailing Whaleboats (415) 956-5700 x121

or at: seascouts@dictyon.com
No Reasonable Offers Refused!

See our latest boats at: www.dictyon.com/boats.html



CHRIS CRAFT Comanche 42 Classic S&S design. Many new upgrades. Great value in 42' spacious sloop. \$95K invested. \$56,000 obo.



BEAR BOAT, '78. Last one made (#69, Velarosa), excellent condition, \$5,000.



COLUMBIA CHALLENGER 24, '63 Pretty dark blue hull, 2 mainsails, 3 foresails, spinnaker, new hatch covers. \$2,000 obo.

CRUISER CHALET V FISHRMN '79, flybridge, VHF, loud
hailer \$5,000
CONCORDE 31, '70 \$9,500
CAL 29, '73, inboard diesel, VHF radio, depthfinder \$8,000
CONTEST 28, Dutch sloop w/inboard Volvo Penta dsl \$13,500
JENSEN CAL 28, '64, with sails, whisker pole, Yanmar
diesel engine, VHF radio, head and propane stove \$8,000
PEARSON TRITON 28\$9,500
CATALINA 27, needs engine work \$4,000
CLARK SAN JUAN 24, sails, VHF \$3,000



CATALINA 27, '78. Good condition, sails every weekend. Universal Atomic 4 mode 5101, VHF radio. \$7,000 obo.



WALSH PH sloop 30', '62.



OWENS 28 HT EXPRESS, '69' Chevrolet 350 CI 250hp 100hrs, Coastal Navigator DS, VHF, Air Guide compass

CAL 24, '69, VHF radio, sails	\$2,000
SANTANA 22, VHF, sails 2 to choose from	m \$2,000
COLUMBIA 22, '67	\$2,000
SEA RAY 20' SKI BOAT, Mechanic's Special: Bit	
gasket, with double axle trailer	
LEDO RUNABOUT, '59, w/Johnson o/b & trailer \$	
SEVERAL SAILING DINGHIES, incl. 3 Sunfish \$5	
4 10-FT ZODIAC INFLATABLES, 3 chambers, 1 F.	
hardwood floor, 2 perfect, 2 need minor repair \$5	00-\$1,000

U.S. Marshal AUCTION

48' McKinna Pilothouse, 1998 with T-375 HP Cummins

January 16, 2004 10:00 a.m. at Shelter Island Boat Yard San Diego

Broker Protected (Call for exact details)

Call U.S. Marshal's Custodian Todd Schwede (619) 226-1895 or Lender's Asset Manager Jim Meere (813) 909-8455

Peter Crane Yacht Sales and Charters

In Santa Barbara — experienced, interested, friendly, low pressure

Brokerage without Walls

Peter Crane (805) 963-8000 • Mark Scott-Paine (805) 455-7086



1988 Pacific Seacraft 34 Included in Ferenc Mate's Best Boats... \$107,000.



1960 Concordia 39 yawl Completely rebuilt by Concordia in 1991, a jewel. \$120,000.



1972 CT 41 ketch A good one with glass decks. \$69,500.



1996 Hunter 37.5 Aft cockpit with an aft cabin. Roomy, well equipped. \$107,500.



1986 Hylas 44 center cockpit Sleek Frers design. Hawaii vet. \$209,000.



1957 Alden 40 sloop Stunningly beautiful. Won this year's McNish Classic. \$99,000.

Info & photos: www.petercraneyachts.com pc@petercraneyachts.com

SAUSALITO YACHT

- AND SHIP

Yacht & Ship Brokers Worldwide Marine Surveyors • SAMS

Makini 47' PERRY CENTER COCKPIT KETCH, 1992

Set up for cruising for four. Two double staterooms, 2 heads, 2 showers. Roller furling genoa, main and mizzen. Engine and AC cold plate refrigeration, air conditioning, generator, radar, AP, full awning and covers. Vane steering. Very low hours on Volvo. Offered at \$199,000. Central Agency.



MARINE SURVEYS

- Purchase
- Sale
- Insurance
- Damage

Fully accredited marine surveyors by SAMS

Sheldon R. Caughey Licensed Yacht Broker B-2428 since 1981

Photos/specs: www.yachtworld.com/sausalitoyacht (800) 505-6651 · (415) 331-4550 · Fax (415) 331-4491 email brokers@sausalitoyacht.com

Mason Yachts International Yacht & Ship Brokerage

Exclusive West Coast Dealer for: NorthWind Yachts & Bluewater Yachts



Bluewater 58, '03 ~ \$995,499



Silverton 48, '00 ~ \$429,000



Angel Sundeck 50, '88 ~ \$299,000



Amel Super Maramu 53, '98 ~ \$479,000



Jeanneau Sun Odyssey 47, '92 ~ \$210,000



Lancer 40, '84 ~ \$66,000



Chris Craft 308 Express, '01 ~ \$70,000



Northwind 43, '03 ~ \$425,000



Hatteras 60, '79 ~ reduced to \$399,000



Fuller Catamaran, '98 ~ \$375,000



Hunter 54, '82 ~ \$85,000



Irwin 44 sloop ctr cockpit, '87 ~ \$119,500



Catalina 34, '95 ~ \$79,900



Ingrid 38, 1974 ~ \$64,000

SAUSALITO M (415) 332-8070

MARINA DEL REY (310) 577-8070 SAN DIEGO (619) 224-8070

Visit our Web site, www.masonyachts.com



Your generosity will give your boat a new home and give you a nice tax break and great satisfaction...

Our growing Scout program needs your support:

- Any serviceable vessel can be used.
- We'll make the transfer quick and easy.
- Tax benefits from donating can meet and sometimes even *exceed* the amount realized from selling your vessel.
- You can eliminate the bills associated with the cost of owning your boat.



Donate Your Boat to the Sea Scouts
San Francisco Bay Area Council, Boy Scouts of America
~ Donations Are Tax Deductible~

For more information contact:

Aaron Bedell
1-800-231-7963 x145
aaronb@sfbac.org



CHARLOTTE SCHMIDT

4100A Harbor Blvd. Oxnard, CA 93035 Fax (805) 382-2374

When Experience Counts (805) 382-2375
Csyachtsales@cs.com

www.yachtworld.com/charlotteschmidt



55' JOMAR CUSTOM KETCH, 1997 Exc. living features, strong world cruiser. Gourmet galley, powerful 120 hp Perkins dsl, inverter/charger, generator, internal furling sytem (main, mizzen). Beaut. light interior. \$382,500.



44' SWAN

Rebuilt Perkins 4-108 diesel. Genset, radar,
GPS, SSB, full batten main, B&G wind
instruments. Great deck hardware and sail
inventory. Call Charlotte. Asking \$159,000.



45' HARDIN, 1981
Ketch rigged, 65 hp Ford Lehman dsl. Beautiful, comfortable interior. Radar, GPS, AP, 5 kw generator Call Charlotte. Asking \$120,000.



43' SPINDRIFT PILOTHOUSE Ron Amy design, Ford Lehman 80 hp diesel, dual steering, watermaker, autopilot, radar. Excellent family cruiser. Asking \$168,900.



53' SKOOKUM CECIL LANG DESIGN 3 stateroom layout, dual steering stations, SSB, radar, GPS w/interface to autopilot, all furling sails. Electric main sheet winch, OB hoist bow thruster. Asking \$329,000.



44' HYLAS, 1986
Yanmar diesel, radar, GPS, autopilot, wind gen., watermaker. Just returned from Hawaii. Call Linda. Asking \$209,000.



SOCIETY OF ACCREDITED MARINE SURVEYORS®

Serving Northern California

Sheldon Caughey, SA (415) 331-4550 (800) 505-6651

Rich Christopher, AMS® (650) 368-8711

Dennis Daly, SA (510) 849-1*7*66

Tom List, AMS® (415) 332-5478

Jack Mackinnon, AMS®/SMS (800) 501-8527

Randell Sharpe, AMS® (877) 337-0706

R. J. Whitfield & Associates, AMS® (800) 344-1838



YachtMinder Yacht Brokerage http://www.yachtminder.com

Boat Sellers from San Diego to Seattle Reduce Your sales Commission by 20%!

Are You Paying Your Broker Too Much?

Respond to this ad by 2/31/04 and receive our Exclusive Listing services at the reduced commission rate of 8%!

A Licensed YachtMinder Agent is Near You! From San Diego to Seattle, We Are Ready to Sell Your Yacht!

- 1. Your licensed, personal YachtMinder sales Agent is located near your yacht, (from San Diego to Seattle).
- All print advertising, Internet displays, and signage direct buyers to call your YachtMinder listing agent's cell phone.
- 3. YachtMinder's custom web pages display a detailed text and photo tour of your yacht.
- 4. Internet To Cell Phone Program alerts your agent to call buyers as they view our web displays of your yacht.
- 5. Your yacht will appear in YachtMinder's magazine ads at vachting centers from San Diego to Seattle.
- 6. Your yacht will appear in our custom Internet ads on yachtminder.com and yachtworld.com.
- 7. Buyers always get a motivated, firsthand account of your yacht from your personal YachtMinder agent the instant they express an interest.

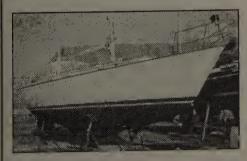
For offer details, call James Taylor at (760) 613-8911 Have YachtMinder Sell Your Yacht Today!

LRM

Presents Three Great Cruisers!



34' ERICSON by PACIFIC SEACRAFT, 1991 Gorgeous interior and fast. \$82,000.



36' PFARSON 365 **KETCH, 1981** Ready to cruise, boat show condition. \$80,000.

41' MORAN **OUT ISLAND, 1974** Classic center cockpit cruiser. \$67,500.



(650) 888-2324 Larry R. Mayne maynesails@aol.com

lic. calif. yacht broker

CABRILLO YACHT SALES "Discover The Difference" Three Locations to Serve You! (619) 523-1745 www.cabrilloyachts.com

Sun Harbor Marina (next to Fisherman's Landing) 5104 N. Harbor Drive • San Diego • CA 92106 • Fax (619) 523-1746

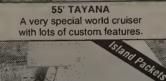
tayana yachts sales/service

460 TAYANA VANCOUVER 2002 100 hp Yanmar / 300 gal. of fuel. Two or three cabin layouts.



48' TAYANA, 2000 Absolutely the best on today's market





ISLAND PACKET 380/44 Come by for a complete tour!



46' CAL KETCH Great center cockpit layout! Popular cruising boat! Well built!



39CC LANDFALL Center cockpit. Equipped for world cruise



TWO 47' VAGABOND KETCHES Ready for new owners. Awesome value.



42' - 65' CUSTOM CRUISERS Well known for fine quality yachts since 1972. Pilothouse, deck salons



48' & 52' CENTER COCKPITS Both have been loved. Three 37s and a 42.

Ò



57' BOWMAN KETCH 4 cabin layout, equipped to world cruise. Reduced! \$295,000.



50' KETTENBURG SLOOP As original condition! Beautifully maintained. A must see! \$99,000.



TWO TAYANA 42s One Hans Christian 33. Travel the world in style and comfort.



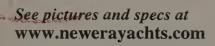
32' WESTSAIL, 33' HANS CHRISTIAN, (2) 37' TAYANAS, 30' BABA



44' ROBERTS She's steel and in great condition. Call Keith at (510) 743-7833.

Your Mexico / Pacific Coast Connection For Tayana Yachts and 75 Used Yachts www.cabrilloyachts.com

Mexico Connection Keith Demott (520) 743-7833

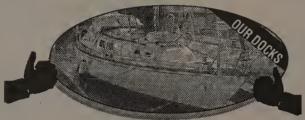






'75 Columbia 45'...\$66,500





Practical Sailor gave it two thumbs up '79 Newport 41'...\$69,500



'85 Island Packet 38'...\$145,000



We gave it our highest rating. We think you will too!



'97 Catalina 34'...\$79,900

345 Lake Ave., Suite G Santa Cruz, CA 95062

(831) 476-9639 fax (831) 476-0141 www.fastisfun.com



46' innovative cruiser. Twin Yanmars, twin rudders, lift keel, hard dodger, very unique. \$190,000.



SANTA CRUZ 50s. Pacific Cup hot rods with go fast modifications 2 from \$159,000.



CATALINA 30. Excellent condition, great equipment, 1 year Santa Cruz slip available.



Bill Lee Dan O'Brien

Tom Carter

70' ANDREWS CRUISER. Delightful interior. Three staterooms, 3 heads. Big and Reduced to \$299,500.



FRERS 62 by PJ. Aluminum. Very spacious two stateroom, two head interior. Excellent condition.

60' Center cockpit, 3 stateroom cutter . \$169,000	
54' Hunter, dinghy storage, sprit\$85,000	
52' Santa Cruz several from \$490,000	
50' Catamaran, rotating mast\$395,000	
50' Laurie Davidson Classic\$235,000	
50' Santa Cruz, upgrades in process \$90,000	
50' DeVries Lentsch, steel \$138,000	
48' Delightful Danish racer/cruiser \$93,000	
46' Elliot raised salon, NEW \$539,000	
40' Olson, deep keel, many upgrades \$79,900	
40' Bill Lee custom, new Yanmar \$59,000	
40' Mull\$50,000	
36' Angelman ketch, fiberglass\$44,500	
35' Finn Clipper, motorsailer\$32,000	

How to find a good home for your boat, get a generous tax deduction, and feel great about it at the same time...

DONATE YOUR BOAT TO SEA SCOUTS

You can help us fill the needs of our expanding Scout programs:

- The Sea Scouts can use any serviceable vessels, either sail or power, modern or classic.
- Donors can eliminate berthing fees, insurance costs, commissions, and the hassle of selling a used boat while receiving the most generous values allowed by law.
- Vessel transfers are speedy and efficient. We arrange all the necessary documents with DMV or Coast Guard.

The training vessel Odyssey, a 1938 Sparkman-Stephens yawl and the flugship of our Sea Scout program (see Sightings, Sept. 199 issue).



For a no obligation information package, please contact Jim Beaudoin

PACIFIC HARBORS COUNCIL **BOY SCOUTS OF AMERICA** 877-409-0032 • BSAboats@aol.com



Marotta Yachts of Sausalito



Brokers of Fine Sail and Motor Yachts 415-331-6200 • info@marottayachts.com





40' SABRE 402, 1996. Sabre's are constructed largely by hand by skilled Maine craftsmen and are same af the best-built vessels aflaat. The 402 is a large, camfartable performance cruiser, and this particular example is a rare deep keel version, desirable an the Bay. She's lightly used (anly 313 hrs an Yanmar dsl), well equipped (incl. radar, chartplatter, inverter, dadger and Avan w/5 hp Nissan autbaard), and campetitively priced. \$249,000



48' C&C, 1973. One of only two built, this unique vessel was extensively refit at the factary in '96, including full new interior. She's in better shape now than when new. Vessel upgraded, updated ar rebuilt fram stem to stern: new 80 hp Perkins diesel with less than 200 hours, camplete top-of-the-line electronics include Furuna radar and Rabertson autopilat. See to appreciate. Naw \$175,000



43' C&CLANDFALL, 1983 Vessel's had twa lang-term awners & is in great shape. Campletely refurbished inter. incl. teak & hally sale, an exterior Awlgripped fram waterline up (incl. deck, mast & baam) & barrier-caated battam, renewed standing rigging, replaced fresh water tanks, new heavy duty dadger, new heavy duty swim platfarm & new heavy duty dinghy davits. Well equipped. Lying in a transferable Sausalita Yacht Harbarslip. \$139,000



42' SPARKMAN & STEPHENS-DESIGNED CENTER COCKPITYAWL, 1967. This lavely yawl designed by S&S was built at the famous DeDaad yard in Bremen, Germany, to the highest standards. She's always been well maintained, and with almost SSO,000 spent an her aver the last 18 manths, shaws better than new taday and is a must-see far anyane in the market far such a waad classic. Lying in transferable Sausalita slip. \$109,000



35' WAUQUIEZ PRETORIEN, 1984. Never cruised and shows very nicely inside and aut — interior shows as new. Also new Yolva diesel engine and Saildrive installed '02, running and standing rigging renewed in '97, practically new Neil Pryde sails (main in '00, 150% genoo in '02 and 100% jib in '00 an titanium Profurl raller furler installed '98), much mare.

Best of all: NO TEAK DECKS! Very campetitively priced. \$84,500



34' CATALINA, 1995. The Catalina 34 affers the space of a typical 36-36 faater at a very affardable price. This particular example is very clean and well equipped with raller furler, full batten main (new in 2002), dadger and radar/chartplatter. Never cruised, this vessel is in great shape averall with interior in particular shawing Bristal — cushians laak like they've never been sat an! \$82,500



37' TAYANA CUTTER, 1977 These Rabert Perry-designed classics can be faund literally all over the world. This one has always been hame-parted in CA. She's only had three awners since new and shaws very, very nicely with all new exterior canvas incl. dadger. All brightwark shines; Per-kins 4-108 dsl runs like a tap. Transferable Sausalito Yacht Harbar slip. \$79,000



The 320 is already being hailed as another hit fram Hunter, perfect far 8ay ar caastal. Very clean baat, deep draft versian preferable far the Bay. Transferable Sausalita Yacht Harbar slip. \$72,000



35' CHEOY LEE SLOOP, 1979 Papular Rabert Perry design is a fin keel slaap with skeg hung rudder, keel-stepped mast, rack & pinian steering and teak decks. Well equipped and in very nice shape: extensively rewired, replaced reefer, interior cushians and curtains redane, Furuna radar, aluminum spar and baam, standing and running rigging redane '97, practically newmain, PraFurl raller furler, recentdadger, newfull baat caver. \$59,000



Designed by William Garden and built by 8ill Hardin, the Sea Walf 40 is a raamy and heavily-built fiberglass ketch that laaks like a carvel-planked clipper baw classic. Charming, raamy and seakindly with all weight (engine/tankage) carried amidship, she makes an excellent liveabaard ar cruiser. Just detailed, shaws very nicely. \$52,000



Boat shows practically like NEW inside and aut — the cushians laak like they've never been sat an! Yanmar diesel, renewed running rigging, roller furler, recanditioned dadger, teak and hally sale, 6'3" headraam and very large dauble berth aft. The Hunter is ane af the raamiest 30-ft baats ever built, and this particular example is a must see. \$49,000



This Phillip Rhodes-designed gem was built at the DeVries yard in Halland, has had about \$25,000 spent an her aver the past three years and, nat surprisingly, shaws very, very nicely. Meridians were full-keeled cruisers designed to be acean-capable and were same af the finest praduction fiberglass boats built. Must see! \$7,500



41' CT KETCH, 1971 Isuzu 60hp/985 haurs.;William Garden, new spars, new dripless, Harken RF, Bristal. Twa baat awner. \$69,500 ar affer.

Anchorage Brokers & Consultants

CLIFSTA

#1 Gate 5 Road, Sausalito, CA 94965
(415) 33-25AIL

t

(415) 332-7245 abcyacht@ix.netcom.com

San Diego Office (619) 222-1000 abcyachtssd@yahoo.com

2302 Shelter Island Dr., San Diego, CA 92106

CLAY & TERESA PRESCOTT

JAMES BUSKIRK

Pun Hows

DARROW BISHOP

DAVE APCHED



36' UNION POLARIS CUTTER, 1985 Rabert Perry, Perkins 4-108, watermaker, salar panels, aluminum spars, real dean. \$94,500



43' BREWER CAPE NORTH CUTTER, 1980. Aft cackpit, new engine, 50 haurs, great sail inventory, SSB, AP 6000, liferaft and much mare! \$119,000



Swim step, Universal 700 haurs, AP, radar, platter, new main, 150% &110% jibs, furling. \$79,900





535 NORSEMAN CUTTER, 1988 — Bristol!
Reckmann hydraulic furling an headsails
and main, electric winches, hard dadger,
baw thruster — all top af the line. \$519,000



40', 1988 • 37', 1988 • 33.6', 1996 Pictured: 37' LEGEND, 1988 Two full cabins, Yanmar engine. \$69,500

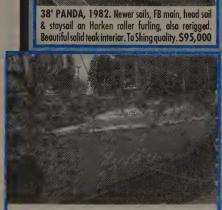




30' SANTANA, 1974 Valva diesel, brand new uphalstery, Schack built. \$14,500



65' LOD CREALOCK SCHOONER, 1984. Cald malded, U.S. built, exceptianally Bristal, alsa certified far 49 passengers. \$995,000



461 BENETEAU OCEANIS, 2001 - Bristol!
Current survey, Yanmar 100 haurs. Camplete laad with all aptians. Elect. winch to cackpit shawer. Mativated seller.
\$249,000.
Also: 38', 39' & 51'



46' PAN OCEANIC PILOTHOUSE CUTTER, 1986
By Ted Brewer. Outside and inside helms,
great layaut belaw. \$129,000.



CATALINA 42 MkII, 2002 Three stateraams, full electranics, leather interiar. Better than new. \$225,000



62' BREWER STEEL KETCH, 1998 Custam pilathause. Ted Brewer design, steel, Llayds, Caterpillar 3115, 3 stateraam, 16 kw genset, baw thrusters, new sails, much mare. \$769,000

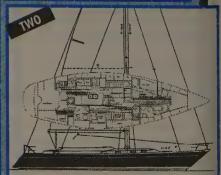


Sabre 1977, 1976.

Sobre blue hull, full batten mainsail, headsail an PraFur! raller furler, Carion cauntertaps, lacated here an the Bay. \$249,000



PASSPORT 41C, 1990 Bristal, swim step, tall rig, custam underbady, blue hull, Perkins 4108, fast passagemaker. \$285,000



47' HYLAS, 1986 3 stateroams, Sparkman & Stephens design. Westerbeke 70 hp low haurs, genset 8kw, hydraulics. \$225,000



NORPAC HW YACHTS



SAN RAFAEL YACHT HARBOR 557 Francisco Blvd., San Rafael, CA 94901 (415) 485-6044 · FAX (415) 485-0335

email: info @ norpacyachts.com



LIST YOUR BOAT NOW! CHEOY LEE CUTTE



SALES ARE GOOD HERE!

44' CHEOY LEE Cutter by Rabt. Perry. Diesel, wheel, big, camfy and fun. All glass w/lavish use at teak in and aut. 2 heads w/shawers, greal galley, all American rig with alum. spars, dinghy and mare! \$79,500/offers



47' MASON. Vaughn-built ctr cackpit ketch. 4-236 dsl, radar, elect, lats af gear. Ext LPU & minar impraves



due. Strang, gaad, praven warld cruiser. Ask \$87,000



40' NEWPORTER KETCH by Ackerman. Big. camfartable aruiser w./excellent liveoboard potential. Many recent upgrades. Perk. 4-108 dsl. Theseare well-known & laved vessels. \$42,500.



52' HACKERCRAFT CLASSIC 1937 Commuter Express. 13' beam, 2 baths, twin Scripps 225 hp 202s. Varnished teak cabins, 25 kts rept. \$65,000/offers.



48' C&C luxury perfarmance cruiser in beautiful candition. Reparted campletely refit & updated 1996 in & aut. Absalutely laaded. Asking \$175,000.



34' LOD, 40' LOA. If ever a yacht was "BRISTOL", this is her! She laaks absalutely perfect. Dsl, capper riveted mahagany, lead, wheel, mare. Must be seen! \$49,500.



32' GRAND BANKS TRAWLER w/Sausalita Charter Business. Dsl, radar, VHF, depth, Laran, AP, 6 berths, Bimini, windlass & mare. Very shipshape. \$69,000.

42' LOD, 52' LOA, CUSTOM STEEL HIGH ENDUR-ANCE MOTORSAILER. Celeste is probably the ULTIMATE WORLD (RUISER! All steel, sails and matars very well. Far taa much ta describe here. Must be seen. \$98,500.

32' FJORD CRUISER built by Fjard-Plast of Narway. Twin Valva 170hp mains, heavy glass canstruction, well equipped & maintained. Asking \$27,349.



55' SAMPSON ketch. Cent. cockpit, aft cabin dsl & more, live/cruise Ask 65,000

- 4B' CAMPER NICHOLSON PILOT CUTTER by Laurent Giles. Osl, fascinating history . Hawaii real estate trades ok...Ask 43,000
- 4B' HERITAGE WEST INDIES, f/g, aft cabin, center cockpit cruising cutter, looded, in Panama, ready to go! Ask 189,000
- 43' LOO ALOEN SCHOONER at Tahoe, diesel, charter biz? Asking 55,000
- 41' BLO CK ISLANO CTR. Osl, raller furl, wheel, Obl-ended, Beaut. interior, tough cruiser w/great patential Ask 49,500
- 39' OANISH KTCH, dauble-ender, dsl, big and strang Try 29,000
- 35' GILLMER PRIVATEER ketch. Osl, f/g, wheel, full golley, shawer ++ 52,000
- 35' BLO CK ISL. KTCH, dsl Ask 19,500 34' ANGELMAN Sea Witch ketch, dsl, wheel, AP, traditional beauty Try 16,000
- 34' COLUMBIA sloop, dsl .. Asking 17,000
- 34' CLARK CUTTER. 4-107 diesel, mahogany, oluminum spars Asking 22,000
- 33' RHO OES WINOWARO slaop. Fomous design, I/B, great baat Ask 9, 950 32' ATKIN PH CUTTER. Super ferro beauty.
- Oiesel, laaded and strong double-ender in beautiful shape Asking 32,000
- 31' H-28 KETCH, I/B Asking 22,000
- 30' PEARSON 5LOOP, Atomic 4 1/B, GPS, Autohelm, spinn, nice, cleon ... 15,000
- 28' ELORIOGE McGINNIS SAMURAI SLP. Osl, full cover, grt potential Try 3,900 27' ERIC50 N 5LO 0P, new Honda B 9,800
- 25' IRWIN slp, Valvo I/B, furling, center-baard, wheel, very clean, big ...11,950
- 24' EO MONK CLASSIC SLOOP, diesel, great character & a nice boat Try 7,500

- 46' CHRIS CORSAIR aft cobin, F/B mtr yocht. Sparkling '57, live/cruise Ask 99,000 45' LAKE UNION classic cruiser. Twin diesel,
- 45' STEPHENS Classic 1929 ... Ask 90,000
- 43' STEPHENS CRUISER, '55 jewel! Twin 426s. She's TOTALLY RESTOREO...99,500
- 42' TROJAN AFT CABIN M/Y, 15' beom, full elect galley, 2 heads, shower, radar, Onan, VBs, cruise/live 49,500 ask
- 40' MATTHEWS, '4B sdn cruiser. Very well kept/mony upgrades. Twin VBs. 25,000

- 40' CHRIS CRAFT, aft cabin, livea
- 3B' CHRIS CRAFT CONNIE, 'Fixer' .. 6,500 37' CHRIS CRAFT CONNIE. Nice cruiser/livea-boord. Genset. One VB just rebuilt, other
- 36' HUNTER cruiser, '57, twins, clossic var-nished beaut, good liveabrd ... 16,000
- 36' CHRIS CRAFT Covolier, VERY NICE, must be seen Ask 29,900
- 32' UNIFLITE F/B Sed. F/G, F/F chort, twins, radar & much more! Ask 32,000
- 32' FAIRLINER F/B cruiser, twins, f/g, two helms and more! Asking 10,000
- 31' PACEMAKER SPORTFISH, beautiful conditian, neor new twins Ask 29,500
- 29' UNIFLITE Salty Oog H/T Sparts Fish
- 29' WELLCRAFT EXPRESS cruiser. 350s, shower, galley, outriggers & mare. Twin shaft/strut/props/rudders. Ultra cleon

- 29' TO LLYCRAFT EXPRESS cruiser, twins, just hauled, runs well, BARGAIN! ... 7,900
- 28' OWENS H/T EXPR., 350 VB Ask B,500 28' CHRIS CRAFT Cavalier, nice 12,000
- 2B' CARVER F/B cruiser, Crusader VB, full Oelta canvas, shower & lots mare Ask 17,500
- 27' CATALINA Sloop, I/B, spin, good cond
- 26' LAGUNA, 'B4 sloop, I/B dsl, Sail Orive, good condition ...
- 25' GRADY WHITE OFFSHORE PRO, troiler, two 225 Mercs 44,000 25' BAYLINER CIERRA, 'BB, very nice. Full
- Oelta canvas Asking 39,500
- 25' 00NZI 2-25, VB, Arnesan Orive...29,500
- 25' STEPHENS Express Cruiser. Osl, very nice & a BARGAIN ot... Asking 25,000
- 22' CROWNLINE CUOOY w/trlr, 350 Cabro VB, very shorp Asking 16,500

20' SKIPJACK, tlr. V-B I/O, clean ... 7,500 ond ready to go! Asking \$27,950

40' LECOMTE ACL 40 slaap by LeCamte-Halland af the Netherlands. High quality f/g, dsl, wheel, raller furl, spinn, gargeous hardwaad int, full head/shawer, full galley, mare! SPARKLING CONDITION \$45,000.

39' CORBIN PH CTR. Dulaur design, 1/g, 2 helms, 12' 1" beam, full galley & head, raller furt, central air and heat, radar, AP, watermaker, lats af new gear. Bluewater cruise ready. Asking \$99,950.

LIST NOW...THEY'RE SELLING!



33' LAGUNA F/B SPORTS FISH by American Marine. 2 dsls, 2 helms, all glass, gen, lats af teak, 2 VHF, depth & F/F, radar, GPS/chart, AP & mare! Many updates & impraves. Beautiful & laaded. Cavered berth. \$49,950.





46' Wm GARDEN PORPOISE. Big, taugh, well respected ketch. Capper riveted TEAK hull and decks, diesel, wheel, radar, shawer, autapilat, laaded. Camfartable warld cruiser/liveabaard. Asking \$89,500.



41' CT KETCH by TA CHIAO. Glass, diesel, full galley, shawer, aluminum spars and mare! Beautiful candition and a great live/cruise layaut. Yau'll want ta see this ane. VERY NICE. Asking \$74,500. Asking \$74,500.



58' LOD, 16'6" Beam NEW ZEALAND SCHOONER. Big, strang, capper riveted, 3x kauri-planked. Detrait dsl, radar, AP, watermaker, genset, shawer, 3 stateraams & much mare! Bluewater warld cruiser. Ask \$125,000.

43' STEPHENS SEDAN CRUISER, 1955. Fleetwaod is in extra fine canditian. Twins, laaks better than new inside and aut. Must see, wanderful! Try \$99,500.

The Old Kermit Parker Brokerage Serving the Boating Community at this Location since 1956.



with plenty of room for your winter project

* with prep and paint by Nelson's Marine

Next Nelson's Marine Seminar Series

Know Your Boat January 24

A day-long review covering your boat's major systems:

Diesel power plants • Pumps and plumbing

DC and AC electrics • Through-hulls

The standing rig • Deck hardware • Below the waterline

If you would like to better understand how and why things work and what to do when they don't (other than calling the yard), this is the seminar for you!

Registration form online at www.nelsonsmarine.com

Call (510) 814-1858 for a fax copy or for more information, stop by, or email seminars@nelsonsmarine.com.

Comments from our October classes...

"Would recommend to new and existing boat owners."

"Excellent course - thanks!"
"Plenty of food for thought."

PRICE \$790

COMING FEBRUARY 28 – ALL CHARGED UP DC Electrics – Electrical System Seminar

LOCATED IN THE NELSON'S MARINE COMPLEX:

Fred Andersen Woodworking (510) 522-2705
Drake Marine Services (510) 521-0967
Hansen Rigging (510) 521-7027
Metropolis Metal Works (510) 523-0600
Nelson Yachts (510) 337-2870
Pac Cal Canvas and Upholstery (510) 864-7758
Rooster Sails (510) 523-1977
Jack D. Scullion Yacht Services (510) 769-0508
UK Sailmakers (510) 523-3966

FAX (510) 769-0815 1500 Ferry Point, Alameda Point Alameda, CA 94501 www.nelsonsmarine.com

Business Hours: Mon.-Fri. 8 am - 5 pm Weekend 10 am - 4 pm (sales office only)

